

GRASSH

John Wilkes reviews
The Bronco 1:35
Piper L-4 FAC bird

Model MILITARY INTERNATIONAL

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**BATTLEFIELD
AMBULANCE**

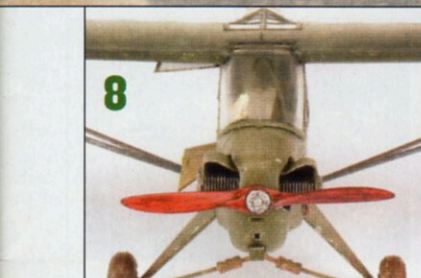
Full size reference on
the Holden Jeep

**MOUNTAIN
PASS-TA**

Glenn Bowen builds Italeri's lovely
little AB-41 armoured car

**SCHLEPPING
ALONG**

Rhodes Williams explains how he created
his stunning Land Wasser Schlepper



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Diary Dates...

August 18th

IPMS Dundee present the 'East of Scotland' show, at Marryat Hall, Caird Hall Complex, Dundee City Centre, Tayside DD1 3BB.

Open Competition, Club Displays, Traders.
Show open from 10 'til 4.
Admission Adults £3
Child /Concession £2, Family (2+2) £8.

Contact: Nairn Barclay at
9nairn@barclay006.freemove.co.uk

September 9th

Aero Space & Vehicle Club Wombourne Scale Model Show and Competition will feature junior make and take.

10am to 4pm at the community centre, Wombourne just off A449. For more info please send an SAE to:

Mr G Taylor, 11 Holberg Grove, Wolverhampton, WV11 3LE

September 15th

IPMS London Ontario presents the London Scale Model Show 2007 at the Carling Heights Optimist Community Centre, 650 Elizabeth Street, London, Ontario, Canada.

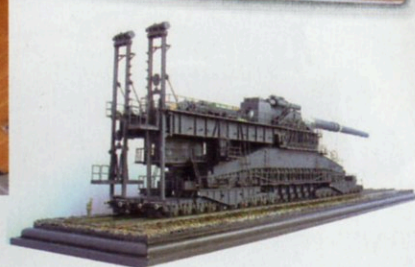
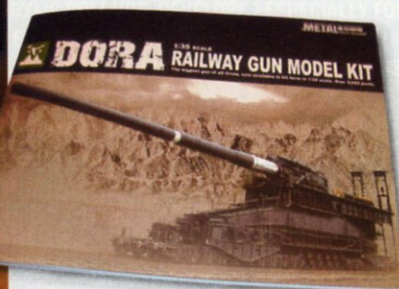
The theme for this year is 'the '70s show' and will feature over 60 categories, plus special awards and the 70s theme awards. General viewing and vendor sales from 10am until 4pm. Visit <http://londonscalemodelshow.ca> for complete information
Contact: Paul Bird paulbird_7@sympatico.ca, or Scott Taylor scot4944@rogers.com for more details.

September 16th

Sutton Coldfield Model Makers Society will be holding their annual show at the Sutton Coldfield Town Hall. Competition classes for both Senior and Juniors. Admission is £3, Senior Citizens and children £2.
Paul Grimley 01543 481428

September 23rd

IPMS Farnborough present 'Modelfest 2007'. At the Kings International College, Watchetts Drive, Camberley GU15 3PQ, approximately 2 miles from junction 4 M3.
Contact: Pete Readman at preadman@btconnect.com
www.ipms-farnborough.co.uk



DORA DELIVERIES

Back in Issue 5 we were able to bring you news on the future release of this giant railway gun in 1:35. The good news is that the Dora is now on sale and distributed in the UK by Pocketbond. We sent our roving reporter Mark Peacock to visit Pocketbond and take a look at this monster model. Mark says; "First of all we must tell you that the original shipment has sold out! (More due in by the time you read this) It asks the question, if this hobby is getting too expensive, how come a £390 model sells out almost instantly?"

The huge 36Kg box contains a total of 42 clear numbered bags holding over 3,000 parts, including aluminium rails, wire, springs and photo-etched frets. Unfortunately as this model had already been sold I couldn't actually open the bags containing the parts for a closer examination, but from what I could see, it all looked pretty good." For further information, check out Pocketbond's advert in this issue.



PANTHER IN PRINT

The Research Squad have just announced 'The Panther Project', a full colour reference book in collaboration with the world famous Wheatcroft Collection. We have been privileged to get a sneak preview of this amazing 88 page book, which contains 370+ images. The book deals with areas only possible to view during a full restoration. It covers radiator, engine and fighting compartment, with additional sections on the turret, fixtures and fittings, recent developments, dead and (not so) dead Panthers, and a sneak preview of the next in the series!

Available from www.theresearchsquad.com



APOLOGIES..

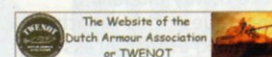
Due to time constraints in producing this issue, the article we hoped to feature on Henry Liu's T-34 has unfortunately had to be postponed until next month. We are sorry for any inconvenience this may have caused.



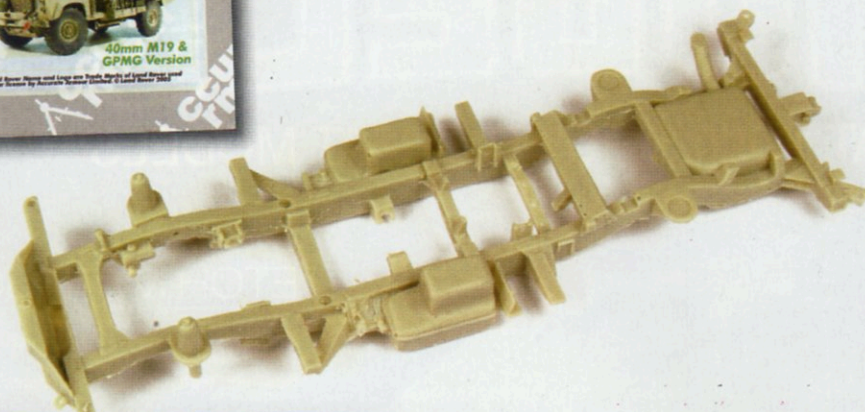
BT-5 SURFACES

I must Thank to Paul Middleton for passing on the link to this fascinating story by Alex van Riezen of a BT-5 being raised

from the river Neva. The BT-5 is now being stored at Kirovsk (50 kilometres at east of Saint Petersburg) For more photos and



the rest of the story, check out www.twennot.nl, the excellent website of the Dutch Armour Association. The Editor.



RETURN OF THE PINK PANTHER

Graeme Carruthers checks out this much requested release from Accurate Armour, The Land Rover 110 Pink Panther or 'Pinky' for short...

The Land Rover has served with the British Army for 60 years now and although it has undergone many upgrades and refinements, its classic shape has remained instantly recognisable as a 'Landy'. Although other vehicles from Britain and abroad have tried to replace it, the vehicle's off road abilities and sheer ruggedness have meant that it is still the transport of choice for the British Army today.

The SAS have been using the Landy for many years and adding all kinds of weapons to it, most famously in the guise of the Pink Panther, a kit produced many years ago by Tamiya. This Accurate Armour kit brings the story of the SAS Landy up to date.

Accurate Armour in conjunction with Land Rover have produced a few variants over the last few years and this, the heavily armed SAS version, will not disappoint modern soft-skin fans. I knew that this would be a smallish vehicle but on receiving this kit, I was surprised upon opening the box to see it chock full of bags of resin. The kit comprises over two hundred resin pieces, an etch sheet with over fifty pieces, brass rod, wire, chain, springs and a full colour decal sheet. As well as the fully armed vehicle, there is a zip bag full of the various packs, bags, jerry cans and Bergens that

would allow the three Troopers manning it to be independent when on patrol.

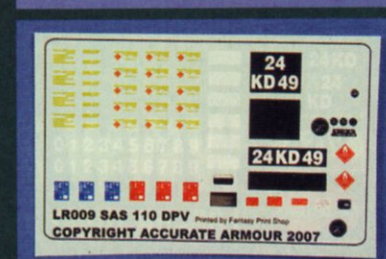
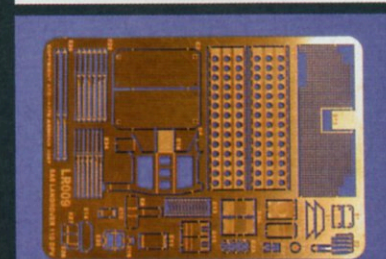
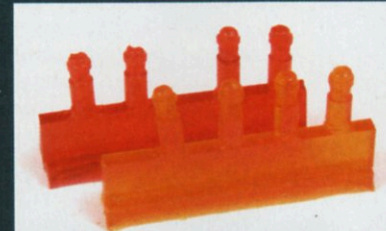
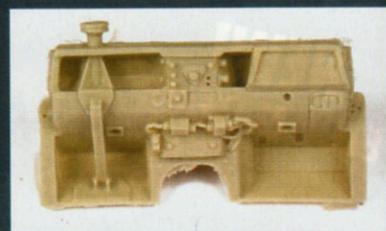
The parts are all cleanly cast with some superb pieces such as the well-detailed single piece chassis. The suspension and drive units are fully rendered but it is a pity that most of it will remain hidden when the Landy is upright but you could always display the vehicle on a mirror base to let others see your handiwork. A complete engine and engine compartment is also included and should you wish to show the bonnet up in a maintenance scenario, then careful painting will pick out all the details on the engine block.

This is not a project for modellers new to resin kits as it is a complex build especially in the area of the suspension and chassis, but for those with a bit of experience, patience and at some points, three hands, then this well

engineered kit will build into a fine scale replica of this most famous of modern weapons platforms.

To accompany the vehicle, Accurate Armour has produced a set of three resin Troopers (FS011). The set comprises of multipart figures two of which are nicely cast sitting in their seats which will mean that you will not have to fit figures that appear to hover over rather than in the vehicle. All you need to do is replace the main kit seats with the crewed ones, simple. The driver figure is cast to show him with his hand on the gear stick ready to put the vehicle in reverse and move out of position from behind cover, a nice realistic touch.

This highly detailed, complex little vehicle will keep you busy in both the building and painting stages for some time and with care, will produce a stunning and most welcome model to add to your collection. ■





GRASSHOPPER

The Piper aircraft company, well known for their sports utility aircraft, adapted their successful L-3 cub with an upgraded engine into the L-4 for military service. Over 5500 aircraft served with the U.S. armed forces during World War II as artillery reconnaissance spotters and light utility birds. First carrying out military missions in late 1942, these ubiquitous aircraft served on all fronts through the rest of the war and on into the Korean War until replaced by the Cessna O-1 Bird Dog.

THE KIT

This is the first foray by Bronco Models of Hong Kong into the world of aircraft; the subject is unique to this scale and is designed to be user friendly for the military modelling fraternity being 1:35 instead of 1:32. The top opening cardboard box has just three medium olive green sprues, one clear, a small but thick etched brass sheet, clear acetate and some plastic string. Decals are provided for 4 machines; namely, L-4A, 236383 used in Operation Torch in North Africa during 1942 on the aircrafts maiden

deployment (this deployment saw the L-4 being flown from the decks of the aircraft carriers used in the operation), L-4J, 330238, Artillery HQ, 3rd Army Italy 1943, L-4H, 9676, 5 Corps, Field Artillery, Normandy 6th June 1943, and finally L-4B 91st Bomber Group, 8th Air Army, 1945. All decals are produced by Cartograph. An A-4 sized handbook of instructions is included which details Gunze, Humbrol and Tamiya colours. The instructions were adequate but left some parts misidentified. Also included is a colour printed sheet with side profiles for the

various decal options. However, there is definitely a lot of room for improvement in the painting guide. Surface detail of the aircraft is nicely rendered with most being a subtle fabric effect. Ribs on the wings add to the appearance of the stretched fabric flying and control surfaces. The interior of the aircraft is almost complete with a full support cage and seating for two. Finally there is a resin figure in a rather strange Tommy Cooper ("just like that!") pose which is not mentioned in the instructions so, painting will be up to the modeller as no guide is given either!



John Wilkes jumps ship from our sister publication, Model Airplane International, to build our first aircraft kit...

THE BUILD

As with most aircraft, the kit starts with the cockpit, this is very simple and once painted looks the part. The vertical support struts are left loose rather than attached when called for in the instructions as I chose to attach them when I was about to install the overhead cage. The first option needs to be decided here and I went with the bench style seat. A small note mentions the P.E. parts but you will have to revert to the last page of the instructions to find out what is needed. Unfortunately, someone has misnumbered the PE parts in the instructions and some careful study of the diagrams will be needed to get them right. I cheated and used a spare complete etched seat belt set from a previous aircraft build. The seat belt arrangement is not complete and I believe there should be at least a quick release turnbuckle on one of the straps. With the cockpit together, the fuselage is sealed up. My use of M.E.K. meant that I could apply pressure to the parts to be joined and allow the liquid to flow along the joint. Once done, applying a little localised pressure squeezes some of the melted plastic from the joint and when dry, sanding away the excess negates the need for any filler.

WINGS AND THINGS

I left off the elevators until later, so I could get a good alignment and I also left off the small step as I knew it would get broken off, if I attached it now. The instrument panel and covering are next and some careful painting will be required as there are no decals for the instrument faces. I painted the panel Model Air O63 silver then flooded black into the instrument faces, once dry a light dry brush of light grey brought the cast detail to life. With the panel dry, a couple

of drops of Johnson's Klear sealed the instruments and gave the impression of a glass face. I then attached the elevators aligning them with the vertical tail adding the rudder too.

FRAMING FUN

The overhead support cage is delicate, but with care it all lines up quite well. I used M.E.K. as it gave me some time to make the necessary adjustments as it set. I must admit that at this stage I became a little wary of the clear parts particularly concerning alignment. Several attempts at dry fitting proved that I needn't have worried as they all fitted well except the windscreen. As I wanted to have the side door open, I cut the window from the side panel with a razor saw as indicated. The instructions would have you build the canopy and attach it later, I found it easier to attach it to the model as I went and make adjustments before gluing in place. As I said, the windscreen didn't fit too well and I found I needed to do some trimming on the lower face where it meets the fuselage to get a good snug fit. One small tip I have used for a number of years with clear parts is to run a permanent marker pen around all of the edges, this reduces the natural reflection and sliver edge showing. Bronco decided in their wisdom that the modeller should represent the rivets around the windscreen with an etched part that doesn't fit! Alternatively, one could cut individual rivets from the clear sprue and attach them. Why this approach was adopted rather than being cast as a part of the screen I will never know! I chose to use the brass etching but as there were two I managed to cobble together a part that fitted from them. Not perfect but necessary! Any small gap at the ▶

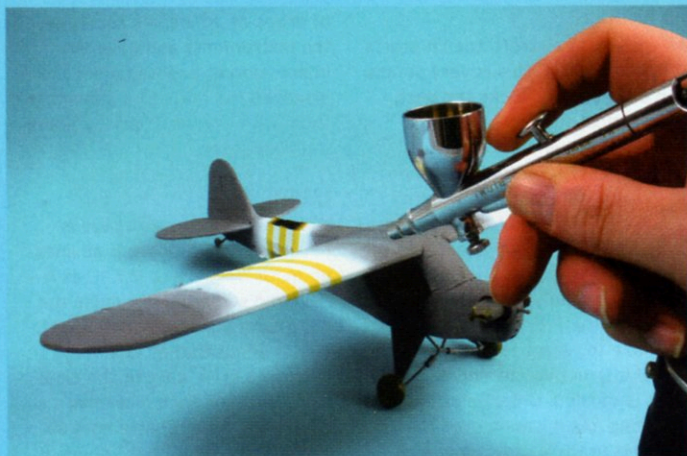


The interior is pretty sparse, just as in the real thing.



Something to get used to if deciding to venture into building the odd aircraft - glazing and all the masking involved when it comes time to paint!





The invasion stripes were produced by first spraying the areas in white, and once dry Tamiya tape was used to mask off the areas to remain in white before applying the black.



Once the decals had settled and dried fully onto the model, they were given a second coat of Johnson's Klear to seal them in and protect them from the following weathering processes.

junction with the fuselage was filled with P.V.A. glue. The wings need assembling over the clear parts and care will be needed to ensure that they are set correctly. I found that a slight sanding on the seating cross member was needed to get it to fit correctly. With the attachment of the lower wing panels, the ailerons will need placement too. Here the modeller has the choice of replacing the control horns with etched brass,

the methods used are simple enough but strangely this is only provided for the ailerons and not for the tail wheel or rudder! The long bracing struts were a concern as I thought they would be fragile and bend when in place, my fears were unnecessary as when placed on the model, they fitted almost perfectly. Main undercarriage units are made from separate struts and a cross member. Again, Bronco's engineering is sound and the whole

lot fitted well. Now for one of the strangest things about this model, a full engine is provided and once built looks the part. However, no mounting is provided and the whole engine is attached to the cowlings by a single small pin! If the modeller wanted to display the engine under maintenance, a scratch built engine mount would be needed and without good plans this would be a challenge.

PAINTING

As with all of my models I use a grey primer and here I used a cheap car brand to show up any flaws. Once any faults were rectified the base colour of Model Air 71001 White was applied for the invasion stripes applied through an Iwata HP-CH. Next I measured the decals and masked up the correct width with Tamiya masking tape for the invasion stripes. I then sprayed Model Air 71057



The realistic wood grain effect on the prop is explained in the main text. Note the oil leaks coming from the engine cowlings. Yes, aircraft can leak just as much as anything else with an engine!



The tail wheel gives a good indication of the austere conditions these little 'spotter planes' had to operate from to be an eye in the sky for the troops on the ground.



The thin wire rigging brace between the rudder and horizontal tailplanes was made using invisible mending thread as used for the aerial.



The fibre tipped pencil technique looks very effective in this view. Note how it has made the subtle fabric texture of the wings' skin stand out.



To add a weathered and worn look to the invasion stripes, the author gently scrubbed them using a glass fibre tipped pencil.



Invisible mending thread was used to make the radio aerial. Gently heating the thread with a soldering iron takes up any slack to produce a nice taut aerial.

Black over the rest of the area. At this stage I wasn't too worried about the quality of the finish as these invasion stripes were hastily applied just before D-Day with little or no real concern for them being neat and tidy! With all of the clear parts masked with Tamiya masking tape the model was airbrushed with a coat of Vallejo Model colour 903 Intermediate Blue mixed with a little white thinned with distilled water. The mix used was a match done by eye for the neutral grey used on the underside of U.S. aircraft during WW2. This was immediately followed with Model Air 011 Tank Green. Again this was a match by eye to the Federal Standard Olive Drab used at the time. Once fully dry I applied a coat of the final colour, Model Air 013 Yellow Olive, recreating the scalloped edges to the flying surfaces spraying freehand in order to keep a soft feathered

edge to the second green. I had to use the box art as a guide with this step as the instructions and painting guide do not really help at all! With the model suitably green I unmasked the invasion stripes and followed with a coat of Johnson's Klear in preparation for the decals.

DECALS

This clear coat was airbrushed without thinning the Klear; I would warn that after use make sure you fully clean the equipment used, this stuff when dry can really clog up delicate instruments like Airbrushes and drive you crazy trying to clean them when it has hardened! The Decals are from Cartograph so quality is assured, however the white was not thick enough to cover the black part of the invasion stripes, so I had to paint over them later. When decaling I place the markings into a puddle of the Klear on the

model, this helps it to settle down over underlying detail without the need for setting solutions! Do not be alarmed as the decal dries out it will crinkle up and look a mess, leave it alone and it should settle back down. Any small parts needing painting could be done at this stage and this included such items as the engine cylinder heads and exhaust.

With a second coat of Klear to seal the decals I began my favourite part of the build the weathering process! The single part propeller was first up and some small sink marks needed filling. To get the appearance of a wooden prop, I painted it Vallejo 819 Iraqi Sand

with a dry brush of Model Air 71040 Burnt Umber, which seemed to work well. Final assembly calls for rigging, I found the supplied material too thick and replaced it with invisible mending thread. I simply superglue one end to the mounting point, pull out the other end and under light tension, attach it to the required point. My thought process was that I wanted to depict a bird after D-Day with some high wear on the invasion stripes and some serious oil streaks coming from the engine. The invasion stripes were scrubbed with a fibre tip pencil normally used to scratch the surface of brass before soldering; this gave a ►

"The long bracing struts were a concern as I thought they would be fragile and bend when in place"



The finished L-4 looking every bit as battered and abused as any other item of equipment in the US Army. Not too large in 1:35 scale, it will look great on a diorama with GMCs or Jeeps etc.



Bronco have included a resin pilot figure with the 'Grasshopper'. The author liked the quality of the sculpting and casting but not the actual pose.



The worn leather look on the pilot's jacket was achieved by painting burnt umber oil paint over a base of medium brown acrylic. The oil paint was allowed to dry for a couple of hours before wiping off the excess.



Modelspec

Bronco Models 1:35 Piper L-4 Grasshopper Kit No.0-59

Materials

Cyanoacrylate and accelerator, Tamiya Masking tape, Mastercasters buffing/sanding pads, Scalpel, Needle files, Tweezers, Johnson's Klear, Invisible mending thread, Mig Pigments.

Good quality airbrush (I used an Iwata HP CH). Good quality paint brushes (ranging from sizes 10/0 to 4).

Paints used

Vallejo - 819 Iraqi Sand
Vallejo Air - 063 Silver, 903 Intermediate Blue
Model Air - 71059 Matt varnish, 71040 Burnt umber, 71057 Black, 71001 White, 011 Tank Green, 013 Yellow Olive, 011 Tank Green.
Windsor and Newton Artist Oils - Paynes Grey, Burnt UMBER
Tamiya - XF-55

☒ Great subject matter.

☒ One for the more experienced modeller

Available from
www.hannants.co.uk

Rating ●●●●●●●●●●

◀ nice weathered appearance, which is what I was after. A thin wash of Winsor and Newton Payne's Grey oil paint followed and after about 30 minutes, I came back with a soft cloth and removed the excess oil paint. This technique gives the model a shadow effect that does not change the colour of the underlying paint, which brown washes do! A coat of Model Air 71059 Matt Varnish sealed the last process; I then used several very light vertical passes of Tamiya XF-55 thinned with water to simulate the streaks from rain. This needs to be subtle and not overdone. Some light dusting with wet Mig Pigments finished off this part of the build.

THE FIGURE

I am a great believer in the approach that where possible, a figure will lend scale and realism to a model and this kit provided one. I was not too impressed with the pose but the sculpting was fine and all that was needed was a good paint job. Just remember what I said about no painting guide! Well, with a little research, I found that a light tan uniform with a green hat and dark brown

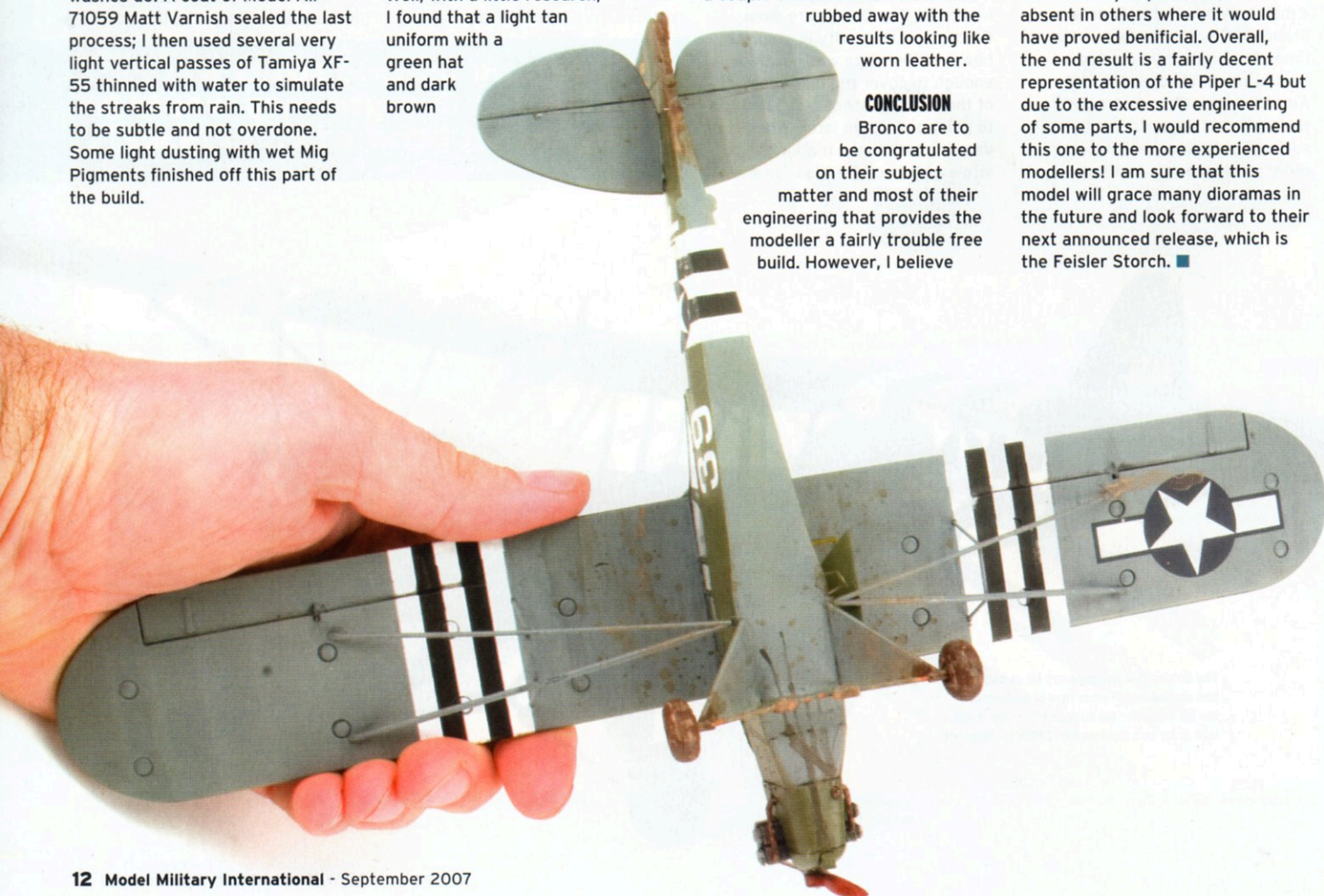
leather jacket would work well for the period.

I painted the figure in Andrea acrylics using several skin tones to create the flesh areas. The uniform was a light tan shaded with medium brown. The jacket started off as a medium brown then a coat of burnt umber oil paint was brushed on. This was left to dry for a couple of hours then the excess rubbed away with the results looking like worn leather.

CONCLUSION

Bronco are to be congratulated on their subject matter and most of their engineering that provides the modeller a fairly trouble free build. However, I believe

they left out some important things like the engine mountings and tail wheel and rudder control horns. The trailing edges of all of the flying surfaces are too thick but thinning them will destroy detail. The poor placement guide of the decals and the faulty numbering of the etched brass was annoying, in fact the use of brass was often unnecessary in places but was absent in others where it would have proved beneficial. Overall, the end result is a fairly decent representation of the Piper L-4 but due to the excessive engineering of some parts, I would recommend this one to the more experienced modellers! I am sure that this model will grace many dioramas in the future and look forward to their next announced release, which is the Feisler Storch. ■





AIR CAVALRY

Paul Egerton has déjà-vu with this classic of choppers, the Huey.

Eye-catching box art draws you to Dragon's latest offering, a 1:35 scale helicopter immortalised during the Vietnam War. However, is all as it seems? The short answer is 'not quite' since the kit is a re-issue of the Panda production of some 5 years ago (and this in itself seems to be a scaled up version of the old 1:48 Monogram kit). Regardless of the lineage, Dragon never short change us modellers and this re-issue is no exception. Included with the basic kit are the following:-

- Pre-painted photo etched fret with over 90 pieces (instrument panels, seat belts etc)
- Photo etched fret with over 90 pieces (detail parts)

- New plastic sprue with 4 crewmen (pilot, co-pilot, 2 door gunners)
- Plastic sprue with weapons
- Decals for 6 aircraft (5 Vietnam, 1 Paris Air Show 1962)

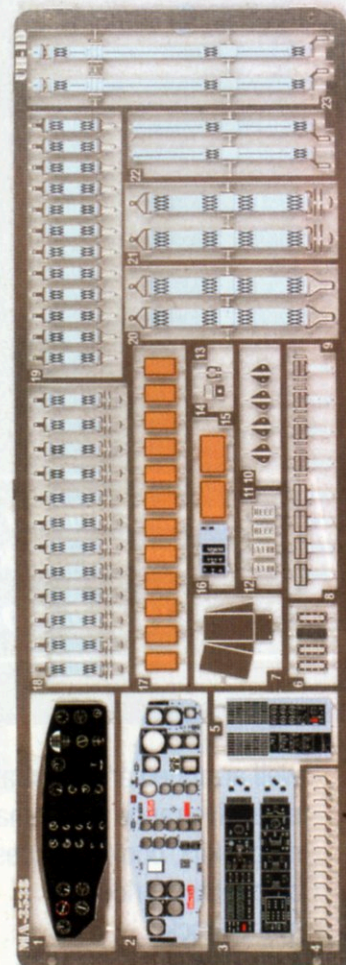
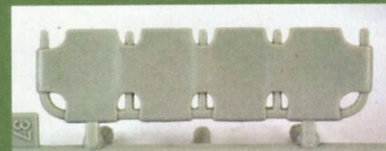
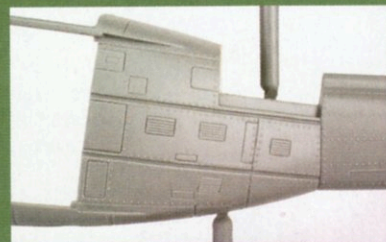
Concerning the aircraft itself, all of the parts (some 120) are cleanly and crisply moulded albeit a little heavy in places (wire cutters, panel lines and rivets) yet many are finely produced (control levers, wind screen wipers). Some work will have to be done to remove moulded on instruments and seat belts for example, if the photo-etched parts are to be used, but this shouldn't present any real problems. The noise insulation in the cabin is nicely rendered and the passengers' seats should look

impressive with the pre-painted etched belts.

The figures and weapons are excellent and clearly have benefited from Dragon's latest production techniques. The etched frets are very reminiscent of Eduard and the decals are by Cartograf - need I say anymore about quality?

Dragon is to be congratulated for this innovative approach to resurrecting and reboxing an older kit. This is an excellent package and will, I'm sure, form the centrepiece of many a Vietnam diorama.

Very highly recommended indeed. Now, I wonder what other elderly kits would benefit from the Dragon treatment? ■



I'LL CALL HIM... MINI-MERK

Inspired by Alex Clark's Merkava 4 featured in TMMI, the **Editor** builds his own Combat 72 'Merk' and places it in a simple scene.

As we have come to expect from these Combat 72 kits from Cromwell Models, the casting is first rate and construction takes very little time, due to the clever way they have been designed to keep the number of parts to an absolute minimum.

As with all of the Combat 72 models I have built to date, there are a pair of largish casting blocks that will need to be removed from the bottom of each of the track runs. Once this task has been completed by carefully sanding off these plugs, the rest of the construction involves no more than the addition of the main gun, a couple of machine guns, commander's hatch and the ball and chains, which hang down from the rear of the turret.

The ball and chains have been thoughtfully cast on thin strips, which can simply be fixed to the undersides of the turret basket, without the need to attempt to attach these tiny parts individually.





The majority of the basic painting and weathering has been completed at this stage. The tracks and rubber side skirts have yet to be painted.



Although dry-brushing is not part of the current painting techniques, it does however help accentuate the subtle details and texturing incorporated within the castings.



PAINING

Painting starts with a quick blast of Hobs acrylic grey primer, which will act as a good key for the Lifecolor IDF Sand/Grey UA035. This shade, according to all the 'experts' is the best match by far for this controversial colour. I gave the 'Merk' a couple of light coats with the paint thinned with ordinary tape water 50/50 through my Iwata HP-C Plus airbrush at a pressure of about 25PSI.

Following the application of the base colour, I added a few drops of white to the paint cup and a little more water. I then sprayed this lighter colour onto the centres of the panels etc., to add some interest to the monotone finish. I have found it is perfectly OK to have quite a lot of contrast between these shades, because by the time filters, washes, pastels and drybrushing has been applied these the colours tone down considerably.

Filters and washes were applied next using Mig Productions filters and oil paints thinned with white

spirit. The tracks were base-coated in Vallejo Track Primer, then dry-brushed using Games Workshop's Chainmail. The last items to add were my last Goffy Israeli tank commander and some chevrons from Archer (although designed for Gulf War Coalition vehicles, are perfect for IDF vehicles). The very last items to add were a couple of Accurate Armour's excellent carbon fibre aerials.

GROUNDWORK

I wanted to display the Merkava 4 on a base, but I was unsure what to use until I discovered Custom Dioramics Curved Roadway Base (CD8005) at the office, which proved to be just what I was looking for, although I did want to add some features to it and try and remove the Sherman track marks that crisscross the unpaved areas. I had in mind a section of chain linked fence and some form of sign and lamp post.

I had seen a set of fence posts and mesh in a local model railway shop which would be ideal, but they

were a lot more expensive than I was expecting, considering how little of the fencing I was actually going to need for this tiny base. In the end I had to revert to that ancient art of 'making it yourself'. I simply used some square section plastic card cut to length and the end rounding off then carefully bending over the top centimetre. The last job was to drill some small holes to accept the barbed wire which runs through the top of the fence posts.

With the post made, I set about scratchbuilding the lamp post and speed limit sign. Both were made from plastic card rod and tube, and the circular sign was simply a disc of plastic card punched out using a normal hole punch used for filing paperwork. I copied the speed limit markings from a set of 1:35 Lebanese signs from Dio-Art products available from Accurate Armour.

With these items complete, I began painting the base, and the first thing I did was to spray the centre of the road white before



The massive turret of this fourth generation Merkava is obvious from this high angle shot.



The sign on the fence reads 'army' in Lebanese and the road sign informs that the maximum speed limit is 50 km.h.

◀ masking off strips along the centre line using Tamiya tape. The road was then given a coat of Vallejo Model Air Black/Grey (862). The tape could then be peeled off to leave the centre line.

The next task was to get rid of the Sherman track marks, and to do this I gave the unpaved areas a fairly heavy coat of PVA glue before sprinkling on MMP Sand (005) weathering pigment. This was the same colour used on my LAV-25 in the last issue, and I think it's a great colour, it's just a shame it isn't fine enough to adhere to the model as all the other brands of pigments do.

Now I was happy with the groundwork I could attach the posts etc., using superglue. The trickiest part was tying the mesh

fence to the posts using thin copper wire. After much foul language I got there in the end! The last job was to mix up some pastel chalks to match the MMP powder. The pastels were then brushed onto the road section, the excess being removed by rubbing the road with a piece of cloth. This did two things - it gave the asphalt finish a pleasing sheen and secondly, removed the excess.

CONCLUSION

Another great Combat 72 kit from Cromwell! The way the ball and chain armour is cast in sections is a brilliant idea, and it really summed up the thought that has been put into these builder friendly, and beautifully detailed models. ■

Modelspec

Cromwell Models 1:72 Combat 72 Merkava 4

Materials

Cromwell Models 1:72 Combat 72 Merkava 4
Custom Dioramics 1:72 Curved Roadway Base CD8005
Lebanese sign from Dio-Art Middle East road signs set
Goffy 1:72 IDF Tank crew.

Paints used

Lifecolor IDF Sand/Grey
Vallejo White
Black/Grey
Track Primer
Games Workshops Chainmail.

- ☒ Quality casting, superb detail.
- ☒ Nothing I can think of!

Available from

www.cromwellmodels.com

Rating ●●●●●●●●



For the chain-link fence, the author used a piece of veil material, airbrushed with Games Workshop 'Chainmail' paint.



Ground-up pastel chalks were rubbed into the roadway section to simulate the dusty Middle East conditions.

The Custom Dioramics base proved ideal for the scene the author had in mind.





Frank Helmling describes the construction of "Kingtiger 221" in the first part of this extended article.

WACHT AM RHEIN

Starting on December 16, 1944, German forces made a last attempt to regain the initiative on the Western Front. The plan called for a surprise armoured thrust out of the heavily wooded Ardennes area of Belgium and Luxembourg. The offensive would have to take place in poor weather to prevent Allied aircraft from swarming on the German tanks. All operational and logistical preparations were shrouded in the greatest secrecy. The deception was highly successful; no Allied commander really believed that the Germans were still capable of such a powerful counter-offensive in the West, much less that they were actually preparing to launch one. Some of the best Panzer Divisions were refitted for this effort. For

the first time, they made heavy use of the mythical *Königstiger* to fight against the American Shermans. However, the offensive failed due to shortages of fuel and a lack of supplies.

This is how I turned Tamiya's King Tiger Full Option into "Fahrzeug 221" of Schwere SS Panzer Abteilung 501 (101) "LAH" commanded by Georg Hantusch, as part of "Kampfgruppe Peiper", during its fighting near La Gleize. Fahrzeug 221 fought (together with a second King Tiger, two Panthers, a Panzer IV and a Puma) from a hillside position. It received an incredibly lucky hit, disabling the electrical firing mechanism and had to be abandoned. Hantusch blew up Fahrzeug 221 around noon on December 22, 1944.

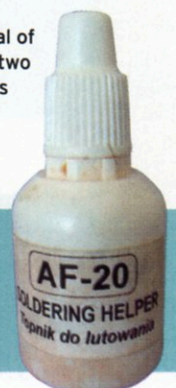
THE BASIC KIT

The King Tiger kit originates from 1981 and underwent only minor enhancements with its mechanics and detailing to become a Full Option kit and therefore isn't to the standard of the newer kits, such as the Tiger, Pershing or the recently released Panther. For example, nearly all of the handles and tool clamps have been moulded integrally, the surface texture, except for the turret's sides is missing and the shape and dimensions of the turret are also incorrect. Thankfully there are now

plenty of aftermarket detail sets, accessories and upgrades available for the modeller to choose from depending on how big your modelling budget is. I'm aware of the fact that there is a discussion going on between modellers all over the world concerning the worth or rational of spending up to two thousand dollars to finish such a kit particularly as most members of

Tech Tip! - ABER AF-20

This soldering helper from Aber is simply the best I've ever used because it performs as well as a traditional flux, but without acid and therefore doesn't affect the parts in anyway!



"I'm just a freaky modeller who spends holidays at home and saves money for just such a project"

the modelling community can't afford to go this far. So be assured, neither am I a wealthy man nor has my girlfriend any idea of how expensive my hobby really is... I'm just a freaky modeller who spends holidays at home to save money for just such a project. Sounds familiar? So, let's set aside all rational thinking and...go mad!

EXTRA WEIGHT AND HIGH FIDELITY

The problems when you want to achieve 'scale reality' with the King Tiger F-O are identical to those described in my Tiger I article in Issue 8 of MMI, so I won't cover them in as much detail in this feature.

Why increase the weight of a tank? First of all, for scale behaviour. The heavier the model, the more realistically it will traverse uneven ground.

A beneficial side effect of these measures is that it improves the sound by stopping the hull vibrating which distorts that coming from the sound effects speaker. On top of these measures, brass plates had been installed in the hull increasing the overall weight of the tank to 11.2 kilograms.

IMPROVED RIDE

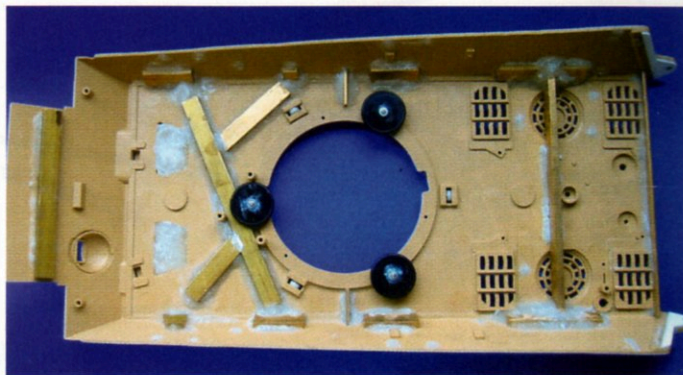
I have to admit that I again made heavy use of Wechoe products to modify and improve the drive train. First of all, I changed the kit's suspension to a Corleis system which was able to cope with extra weight and offered more realism on the move. The Corleis system is, however, vulnerable to misalignment of its axles (to the suspension housings and the original torsion bar stays) and difficult to adapt but well worth the extra time and effort of polishing all housings and lining up the torsion bar stays and then carefully bending and warping them until every single suspension unit moves freely. Since my aim was to drive the King Tiger in a very controlled and slow manner, I converted the

original Tamiya gearboxes using a Wechoe upgrade set, added a Schumo set on top and changed the stock type 380 motors to enormous 550 types. Could the DMD handle them? Yes! But I wouldn't recommend these motors to those of you who want to go "off road" because the increased amount of current flowing could probably kill the DMD. The road wheels have been changed to a set of Wechoe's very own, which provide extra weight, increased durability and a 'tight fit' on their axles whilst performing turns. The kit's original idler mechanism bears the most potential for problems; it couldn't be adjusted because the tension drum's clip is much wider than the drum itself, the springs are redundant and the axle is too small! I made a new axle, installed a Schumo tension drum and the problems were solved. The metal tracks came from Impact, a new Chinese company, and are simply superb.

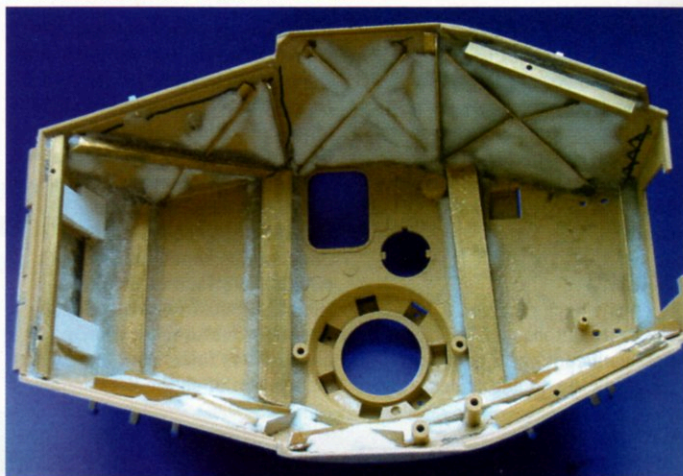
DETAIL MADNESS

The rear end received a general texturing and new weld seams made from Tamiya epoxy putty. These weld seams are designed to hide the fact that the upper hull remains removable. I have to conclude again that most of my texturing isn't 100% realistic but, in my opinion, this has to be slightly overdone or otherwise wouldn't be noticeable on a scale model!

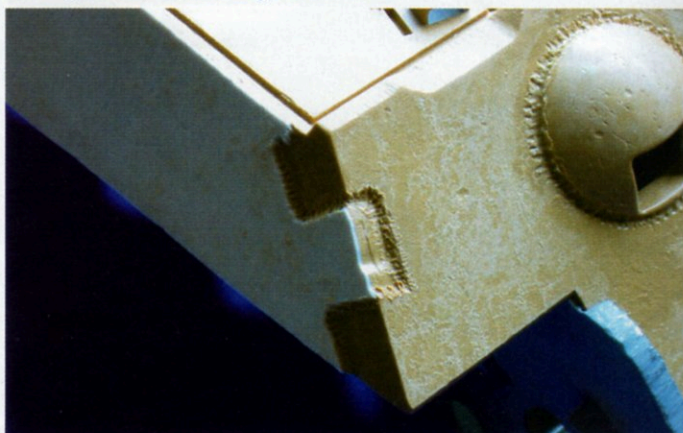
The rear mud flaps were made from a Wechoe set as were the armoured exhaust covers, which are more accurate and feature "Pilze" (lifting devices), missing on the original kit items. The shackles, towing hooks and their location fixtures came from Schumo. I scratchbuilt the exhaust pipes from brass tube; bending them was a nightmare until I discovered a trick! (Please refer to the "techtips" section). The jack and its wooden block along with their mounting brackets have been omitted following orders issued in



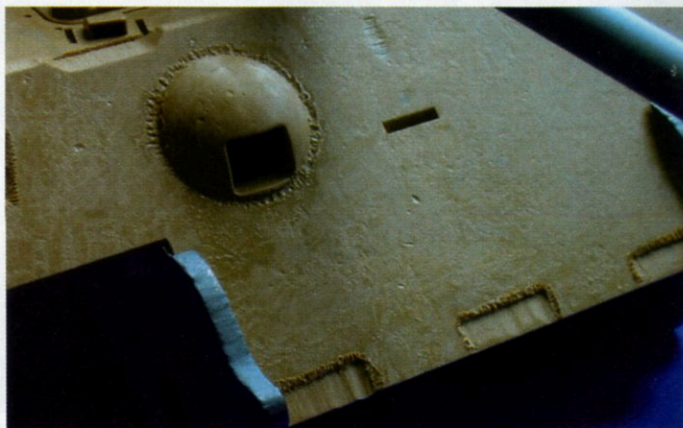
The inside of the upper hull was strengthened with brass bar. Along with all the other modifications, this brought the total weight of the Kingtiger to 11Kgs!



Although not very neat to look at, the brass bar and strip bracing all helped to add strength as well as the extra weight the author felt was lacking in the standard kit.



The hull sides were increased in thickness, as the author thought these parts looked under scale. To attain the correct thickness the author divided the real dimensions found in reference books by 16.

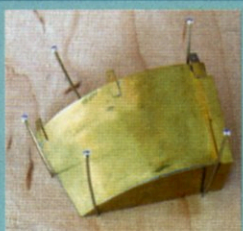


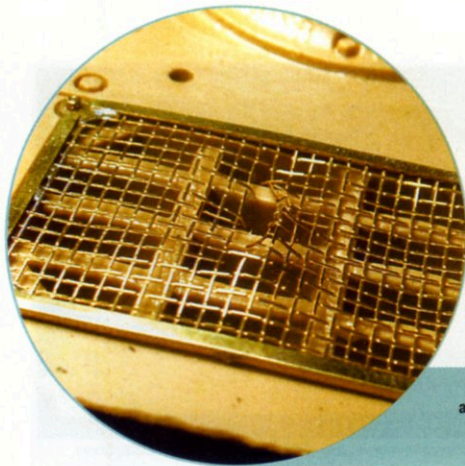
The glacis armour received some serious re-texturing. The welded interlocked armour sections were reworked to disguise the joint between the upper and lower hull sections.

Tech Tip! - "SOLDERING HELING"

The German term "Heling" describes an assembly device that is used to build the frame of a boat. This frame grows in size together with the ship as assembly progresses.

Use a soft wood base, such as balsa and a few needles, to secure complicated PE assemblies together whilst soldering is taking place.





These very realistic engine screens are produced by Wechoe. They feature separate mesh and frames and even include scale screw heads.

◀ October 1944, stating that these items were no longer to be fitted. The Schumo detail parts used on the King Tiger are simply fantastic and on top of them is their new "Fliegerbeschußgeräthalterung" (AA gun mounting) which is simply superb and fully functioning of course.

DECK DETAILS

The engine deck received a lot of extra details and the most significant parts here are undeniably the engine grilles

from Wechoe featuring separate frames, a woven screen mesh and scale screw heads. The antenna is from Schumo, the different sized lifting hooks have been taken from the Wechoe King Tiger set together with a bunch of screw heads and nuts. The Wechoe set, initially designed for their Jagdtiger, is sometimes rather difficult to attach to the hull and turret particularly as the Wechoe Jagdtiger features location marks and notches to aid with the correct installation of all the detailing parts

Tech Tip! - BENDING BRASS TUBES

Take a rather long tube of brass, flatten one end and seal it (by soldering or cementing). Fill the tube with sand or equivalent, compress the content with a length of wood or brass, and seal it too. Always wear safety gloves for the next step. Heat up the "bending zone" with a blowtorch or candle and bend it over an old marmalade glass jar (look for one providing the right radius). You will be amazed how much the glass eases the process!



which, unfortunately, the King Tiger doesn't have!

GLACIS PLATE

The frontal armour plate received new weld seams to conceal the join between the removable upper hull and the lower part and, of course, some rolled armour texturing. The shell impact was created using a rotating grinding head in the mini-tool. The Bosch headlight and its base comes from Wechoe and the moulded in headlight cable was carefully removed and a new

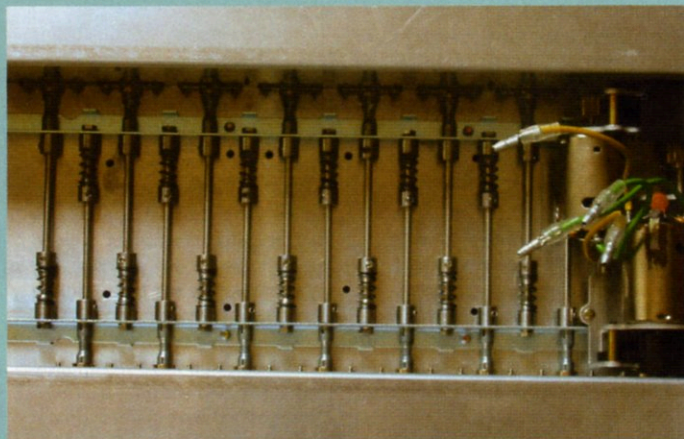
one made from scratch. Another area I felt the need to correct was the thickness of the armour plate, which on certain parts looked under scale; I simply added various thicknesses of plastic card until correct. To get the correct thickness I simply took the armour dimensions from one of the many reference books and divided by 16.

HULL SIDE FITTINGS

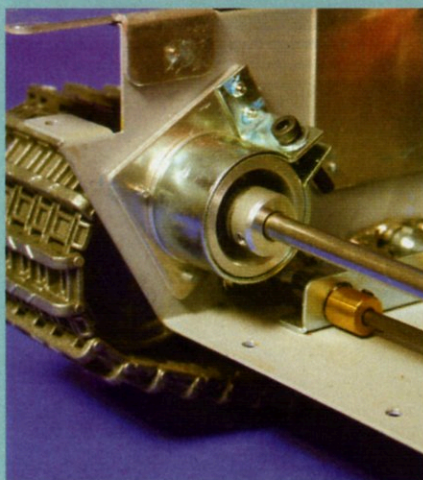
The hull sides contain the vehicle's largest concentration of etched brass. I changed the tool clamps in



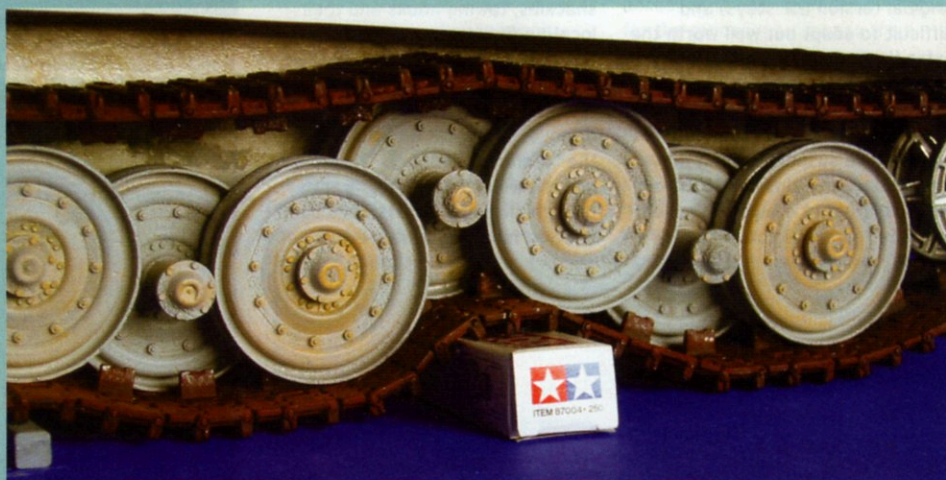
It is almost a shame to put paint on all these beautifully detailed metal parts. The Tracks are supplied by the Chinese manufacturer, Impact, and the turned aluminium road wheels are from Wechoe.



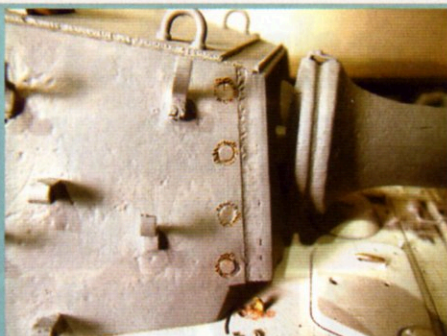
A view down onto the Corleis torsion bar suspension system. This system is time consuming to set up correctly but the author thinks it is worth the extra effort.



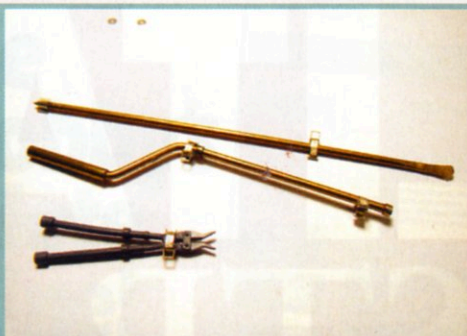
The author made a new, stronger axle for the idlers and added an upgraded Schumo tension drum to cope with the extra weight.



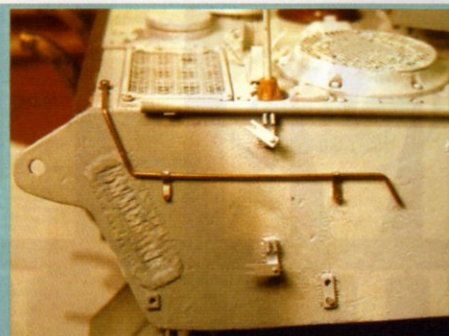
The Corleis suspension being put through its paces. Each wheel station works completely independently, and according to the author is a vast improvement over the standard components. The Corleis set up will easily handle the extra weight added to the tank.



Welds and armour texture were reworked throughout the kit, a lot of work on a 1:16 King Tiger! The track hangers are from Wechoe.



Better detailed pioneer tools were scratchbuilt from brass rod and tube. The wire cutters came from the Tamiya RC Tiger I.



The fuel tank breather pipe was fabricated from brass rod and leftover photo-etched parts from the spares box.

the Wechoe set for Aber ones; for some reason, I couldn't get on with the Wechoe ones and considered the Aber ones easier to use. I made the towing and track mounting cables from scratch using spare parts and Karaya resin end pieces from a set designed for a 1:35 Panther, these were then fitted into Schumo's superb cable clamps. I took four of the side fenders from a Wechoe set and applied a fair amount of battle damage to one of them. The pioneer tools were scratch built along with the breather pipes for the fuel tank from brass rod and PE parts from my spares box.

TURRET

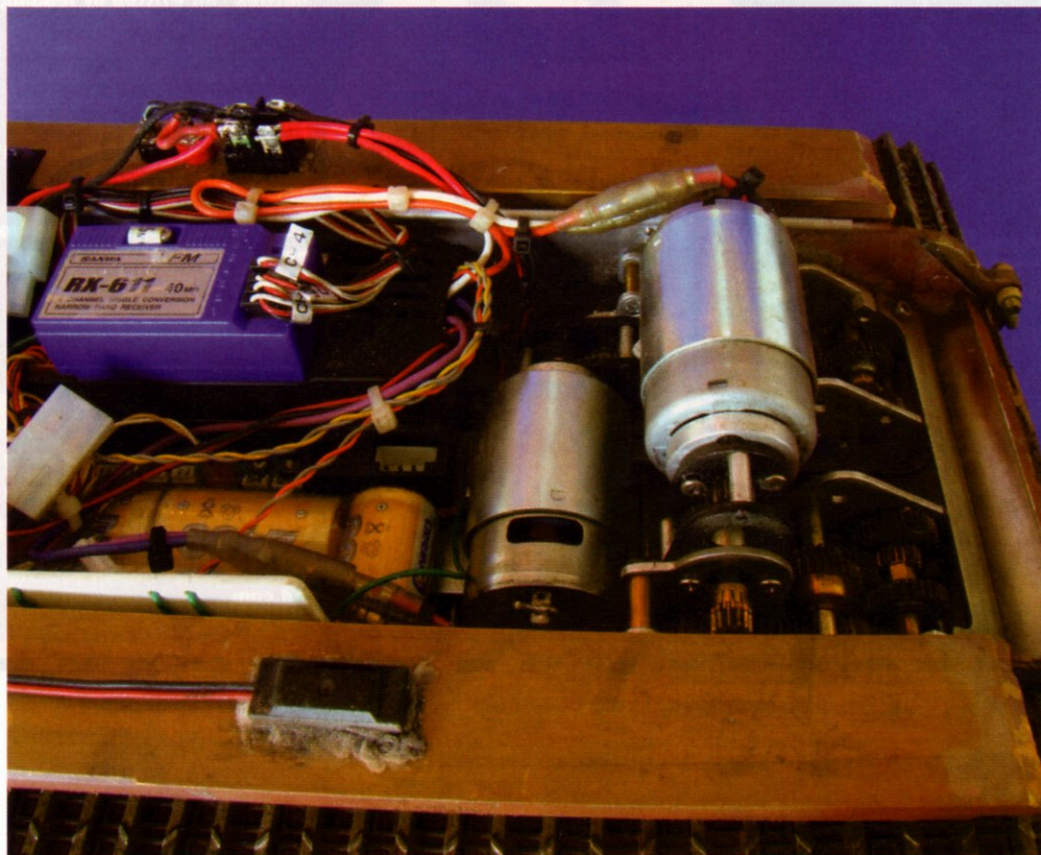
The turret underwent a lot of extra detailing in the form of texturing the armour plates and re-doing the many weld seams. The turret side track hangers were taken from

"...most of my texturing isn't 100% realistic but, in my opinion, this has to be slightly overdone or otherwise wouldn't be noticeable on a scale model!"

the Wechoe set as the original kit items are moulded onto the spare track links and I wanted to display the model without the spare links fitted. The new bolts were made from brass and the circular weld

marks just behind the front plate weld line were all reworked.

The ventilator cover is completely scratch built and originates from a friend (Thanks Uwe). The gun mantlet received heavy texturing and a locking wire to secure its bolt heads. The rear hatch is moveable and comes from a Wechoe set featuring a "Stopfen" (plug) machined from balsawood fixed in a mini-tool. A Wechoe recoil upgrade set was used to further enhance the already stunning out of the box effect of the original Tamiya one. ■



That's a whole lot of stuff to cram into the hull of the King Tiger. Missing in this view is the sound effects speaker and battery which take up the rest of the limited space at rear of the hull.

Modelspec

TAMIYA 1:16 King Tiger Full Option Kit No: 56018

Materials

ABER;
German clamps and clasps (16013)
KARAYA;
1:35 Panther towing cables (TCR 01)
SCHUMO KITS;
Metal Track Set for Tamiya King Tiger (ITKT)
Commanders hatch with spring mechanism (Tiger I and King Tiger)(ZUH05)
Reduction Gear-Set for Tiger I and King Tiger (ZUH19)
Anti Aircraft turret MG mount for KT, Tiger I and Panther 1:16 (ZUH25)
Steel antenna for King Tiger (KT0012)
Metal tow shackle set for King Tiger (KT0013)
Improved track idler system for King Tiger (Aluminium) (KT0014AL)
Tow-Cable Holders Set for King Tiger (KT0024)
C- Hitches Set (towing hitches) for Tamiya King Tiger (KT0030)
Side Fender Mounts for King Tiger (KT0031)
WECOHE;
Suspension upgrade kit King Tiger (TAM0011)
Gear box upgrade King Tiger (TAM0012)
Armoured cover for final drive system KT (TAM0014)
Aluminium road wheel set King Tiger ready to fit (TAM0017)
Recoil unit upgrade for King Tiger (TAM0021)
King Tiger turret rear hatch (TAM0070)
Armoured exhaust cover King Tiger/Jagdtiger (TAM0076)
Jagdtiger / King Tiger engine screen covers (TAM0701)
King Tiger photo etched detail set (basic set) (TAM0702)
Engine hatch retaining hook (TAM0102)
Screw set Basic PE set King Tiger (TAM0104)
King Tiger Photo Etch fenders (TAM0707)
King Tiger/Jagdtiger Photo Etch front mudguards (TAM0709)
King Tiger/Jagdtiger Photo Etch rear mud guards (TAM0711)
Detail set for Jagdtiger/King Tiger (TAM0072)

- ✓ Great starting point for up-grading.
- ✗ Lack of armour texture, under scale armour.

Available from

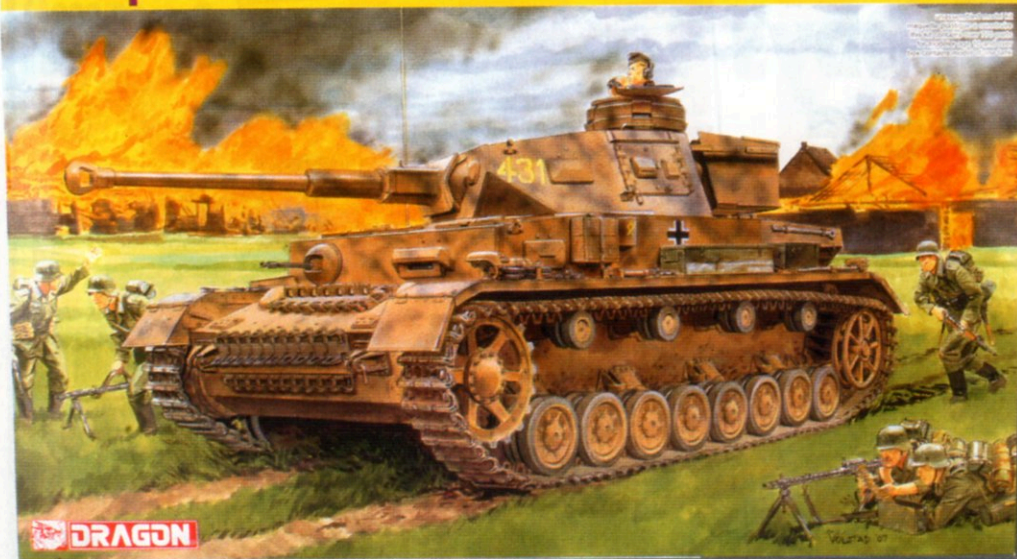
Tamiya King Tiger available from all good model shops
ABER - www.aber.net.pl
KARAYA - www.karaya.ceti.pl
SCHUMO KITS -
www.schumo-kits.com • www.axels-modellbau-shop.de
WECOHE - www.wecohe.com

Rating ●●●●●○○○

1:35 '39-'45 SERIES

Pz.Kpfw.IV Ausf.F2(G)

Smart Kit



THE BEST FOUR, BY FAR

Darren Thompson tells us exactly how good this new Panzer IV really is...

In many recent Dragon kit reviews, mine included, the praise that is dished out to their new kits has often been swiftly followed by a 'but...'. From minor detail omissions, to pretty major dimensional inaccuracies, there is usually something that stops the kits getting top marks, but with this latest release, the Pz.Kpfw.IV Ausf. F2(G), Dragon look to have got it right, from the start.

Dragon already have newly tooled Pz.IVs in their range, but this kit shares no parts with those earlier releases, it's all new and as a result, all of the problems that those earlier kits share, seem to have been resolved.

The lower hull is moulded in a traditional tub style, with extremely crisp detail, including accurate rib and rivet detail on the underside, with the return roller mounts moulded in situ.

The suspension assemblies have also been simplified from previous kits, in that they are no longer articulated, but the overall finished impression is well detailed and accurate.

The new tubular idlers and front drive sprockets are both finely reproduced, multi-part assemblies, with the minimum of clean-up required. Likewise for the new roadwheels, with delicate weld seams, 'continentau' logos and separate hub caps.

The running gear is completed

with a set of individual link 'magic tracks', with open guide horns and accurate track pin detail. In a similar way to Dragon's earlier Marder II kit, the left and right hand tracks are moulded in slightly different shades from one another, to prevent any mix-up, although it's up to you to determine which way around they go!

The upper hull is made up of separate roof, side, rear and glacis plates, the fit of which is excellent, so too are the individual engine access doors and crew hatches, all with both internal and external detail. The full-length side fenders have superb tread detail, both top and bottom, with a full complement of tools, with moulded clasps. The sprues also contain some exquisitely tiny wing nuts to enhance these, but curiously they aren't mentioned in the instructions. The rear muffler is also worthy of a mention - made up of seven individual parts, the detail is good, but more importantly, the measurements are right on.

The turret is again, all new, consisting of a one-piece shell, with separate front & turret ring. All hatches, vision

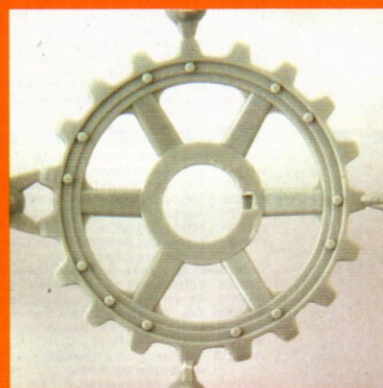
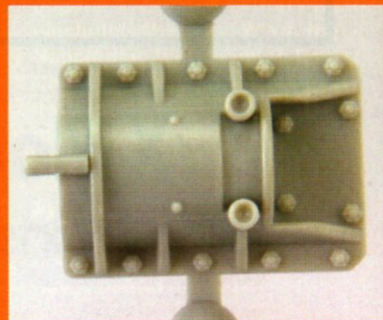
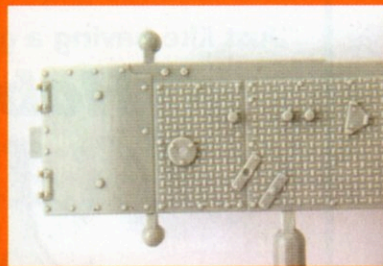
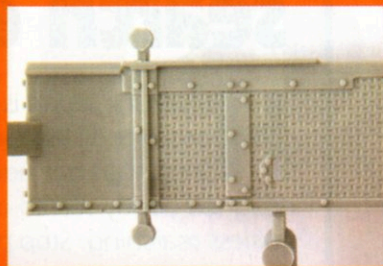
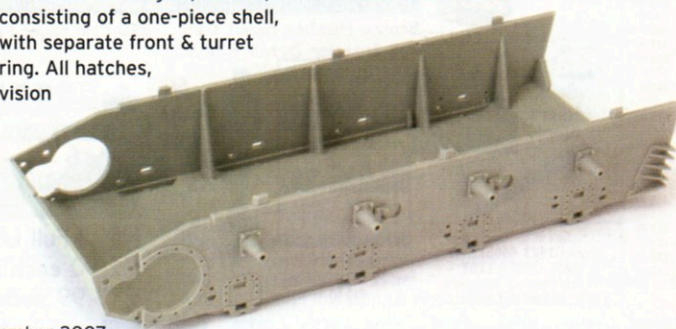
ports and ventilators are moulded separately, allowing the highest levels of detail. The barrel has a well-detailed breech and housing, this time of correct proportions and the muzzle brake also looks to scale out very well too.

The commander's cupola is also bristling with detail, clear plastic is provided for the five visors, which can be modelled open or closed and there's a choice of plastic or etched brass for the forward sight.

There's plenty of choice for paint schemes and markings, with the single sheet providing for seven different vehicles, from France, Tunisia and the Eastern Front.

Finally, a length of soft metal cable and a small sheet of etch provide those finishing touches.

Well, there you have it, this kit should now provide a sound base for all the later Pz.IVs and their variants, personally I can't wait. This is an absolutely super new kit from Dragon, I assure you, you won't be disappointed, and no 'buts' this time! ■





MOUNTAIN PASS-

Glenn Bowen builds Italeri's AB-41 armoured car.

The Autoblinda AB-40 was officially presented at FIAT's Mirafiori plant in May 1939. It was seen as a totally new and radical design at the time thanks to having such things as a double drive and the spare wheels mounted in such away that they were free to spin; this way the spare wheels helped to prevent the belly grounding when traversing very rough ground. It was definitely a match for any other foreign rival in the same class. The AB-40 was soon replaced by the AB-41 version in 1941, which had quite a few changes compared to the AB-40 yet its main armament (a 20mm Breda 35 cannon) stayed the same. The crew numbered 4 and the vehicle weighed in at 7.5 tons and was powered by a SPA Abm 1 6cyl, 5 litre engine (similar to the AB-40) that gave it a top speed of around 78km/hr. It proved to be very successful despite the defects caused by the use of poor materials in the armour and the complex 4-wheel steering system. This version was later replaced with the AB-43 version. In total around 450 AB-41s were built by the Italians and the Germans.

THE KIT

In my opinion, Italeri have done an amazing job in producing this little gem. It is something fresh and different from the norm, which needs to be applauded in itself. As soon as it was announced, I new straight away that I had to get one. OK, so Italeri kits aren't on the same level as those from say Tamiya or Dragon, but to me they do have a certain finesse. Upon opening the box, one is

presented with four dark sand coloured sprues and six rubber tyres; there is also a camouflage and decal guide. This is really good as it is printed in colour and gives five different options to choose from, two German (Aufkl. Abt. 236, 162nd infantry Division and the Elite-Polizei Rgt) and three Italian (Regio Esercito (Unknown unit) Sicily, Regio Esercito, Lancieri di Montebello Rgt. Rome and Repubblica Sociale, Gruppo Corazzato Leonessa Torino).

The detail is truly outstanding from the fine rivets right down to the size and make printed on the sides of the tyres. This would make a truly great kit straight from the box. There is however, one little gripe, it is crying out for an interior and engine bay because the kit allows the modeller to show it with

"The detail is truly outstanding from the fine rivets right down to the size and make printed on the sides of the tyres"

the engine, side and turret hatches open or closed. So come on you aftermarket guys what are you waiting for?

THE BUILD

The kit starts off with the construction of the lower hull, steering and suspension. This was completed without any problems. To get the steering to sit at an angle all that had to be done was to place the wheel mounts into the suspension arms and glue them in place. Next came the main body, again this was all very straightforward with no major problems. With the majority of the hull built, I decided to add clear

headlights to the front. So, before I could glue these parts in place, I had to remove the original cast on plastic lights. To achieve this, I first had to drill a small hole into the centre of each of the lights then I took a small round needle file and just kept turning it until I was left with a nice smooth round hole into which would fit the new Resicast clear headlights. This section was then glued in place along with the front armoured plate.

TURRET

Following this came the turret which went together fairly well but was a bit fiddly around the gun mount (probably just me). At the time of building, no one had brought out a turned aluminium barrel so I was stuck with the one from the kit. I suppose I could have used a piece of copper or brass tube but I never thought of that at the time. The reason for wanting to replace the kit part was because the barrel came as one solid piece but with a

separate muzzle which, when glued in place, did not sit well with the rest of the barrel; some time was taken to sand and file it to make it look right. Now with most of the kit built, I decided to add a few extra details in the form of new width indicators and an aerial from brass rod. The exhaust received improvements including the missing weld seams made from stretched sprue. So there we have the build, now for the fun part, the painting.

SPRAY JOB

The first thing that I had to do was to paint the interior. For this I first gave the whole of the inside a base coat of Tamiya XF-63 Panzer Grey ►

The Italeri AB-41 builds into a very nice model straight from the box. The author only added some very minor detailing to his kit.

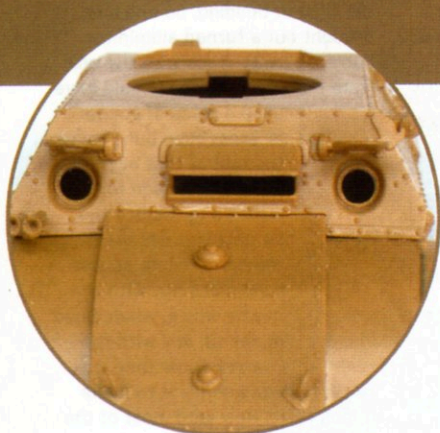




The crew came from the spares box. By trying different arms and adding Hornet heads, the author created the poses he had in mind.



The major components are placed onto the base to get a feel for how the finished scene will look. Note that the rock face is actually a piece of cork bark.



Some filler was needed between the driver's plate and the front fender/bow plate join.



The author painted the crew figures using Vallejo acrylics. This was his first attempt using these paints and was very impressed with them.

and then applied an over spray of XF-55 Deck Tan. When this was done, the turret was mounted on the hull and application of the exterior paintwork could begin. I should also mention at this point that all the wheels were left off to make it easier to get into all those tight spots around the wheel arches and suspension units. The wheels were mounted on cocktail sticks and painted separately. First, I pre-shaded the model with a mix of XF-52 Flat Earth and XF-1 Flat Black around all the panel lines and running gear. Next, the body and turret received a light coat of XF-60 Dark Yellow. This was carefully misted on until the shaded areas just showed through. Following this, I took some more Dark Yellow and mixed in a tiny bit of XF-3 Flat Yellow and misted this onto all the larger panels in the form of a cloud pattern. I did this to add a bit more colour and depth to the model. Finally, the camouflage was added and for this I used XF-65 Field Grey. I used this colour

because I wanted the paintwork to look worn and faded. The final step was to give the entire model a coat of Johnson Klear ready for the decals and weathering which were to follow.

WORN AND BEATEN

The few wartime photographs I've seen of this vehicle show them to be in fairly good condition. As a result, I was uncertain whether to rough mine up a bit but in the end I thought what the heck and went for it. It's artistic licence at the end of the day right? So with this in mind out came the Burnt umber oil paint; this was used for the rust patches and scratches. The oil paint was applied neat from the tube and then I took a 00 sized brush loaded with white spirit and feathered the oil paint out until I was satisfied with the result. When I had finished applying this process to the entire vehicle, I went back to the beginning and added the deeper and darker scratches using Humbrol matt 98 Chocolate

Brown. For the lighter scratches and highlights I used Model Color Dark Sand. This was then left for about forty-eight hours to allow the oil paint to harden off. Next, I applied a number of filters using white, yellow ochre, burnt umber and green. Finally the whole thing received a dusting of MIG pigments.

The reader must remember that this is just a brief description of the painting and weathering techniques that I use. It may not seem a lot but in fact it took me about two weeks to do. If I was to go into every detail I would probably be able to fill this magazine but I hope this description helps.

THE CREW

I wanted to portray the crew in a relaxed manner, having them descending an Italian mountain pass and admiring the views. So, with this in mind, I started to have a look through my Dragon figure collection and spares box. The torsos came from Dragon's

'Deutsche Afrika Korps' set and the arms from the spares box. The arms had to be cut and chopped in places to get the correct fit and any resulting gaps were filled with Milliput and sanded smooth. Heads came from the excellent Hornet range. The figures were painted using acrylics from the Vallejo Model Color range, which offer a wide variety of colours for the modeller. I must say that I was very impressed with these and don't think I did too bad a job on my first attempt. I would highly recommend them to anyone.

GROUNDWORK

I knew what I had in mind for this diorama right from the start which was to depict a rocky mountain pass with a rock face in the background to one side and one falling away on the opposite side. The question was, "what was I going to use for the rock faces?" I took a trip to my local model shop, which has now sadly closed down, to see if they had anything I could use.

The kit headlights were drilled out and replaced with clear resin items supplied by Resicast.



The AB-41 has a busy looking engine deck which will benefit greatly from careful painting. Note the realistic rusty exhaust.



I came across a product called 'Javis Countryside Scenics', which caters for railway modellers. What caught my eye were their bags of cork, which comes in a variety of sizes perfect for simulating rocks and cliffs. Back at home, the diorama started to take shape. First of all I took some polystyrene blocks and built up the height of the groundwork. Then I took some thick plastic card cut to the correct shape and height and glued it to

the sides. Once this had set, I glued the cork pieces in place with PVA glue, and filler, fine sand and pebbles were then added. The structure was then set aside to dry for twenty-four hours. The following evening, I airbrushed the entire thing with various earth colours from the Tamiya range of paints and applied various oil washes to give depth and life

to the colours. Mig Productions pigments were then applied to get the dusty road look that I wanted. Finally, I added some bushes that were made from small plant roots from the garden to which I added some leaves from Plus Models. This company's leaf sets are fantastic and come really highly recommended.

FINAL THOUGHTS

I must say that I really enjoyed making this small piece, from the building of the AB-41 to the small conversion work on the figures and then finally the groundwork. Italeri must be commended on producing the AB-41 and now the AB-43 - these are outstanding kits and offer something out of the norm. They are also great value for money, as are all Italeri kits, not only for the more experienced modeller but also for the beginners out there. Happy modelling. ■

Acknowledgements

I would like to say a special thank you to Fred, Dawn and John at City Centre Models in Stoke on Trent. This shop has now closed down and they will be sadly missed. They have been keeping the modellers of the local and surrounding areas happy for well over thirty years. Fred loved the hobby so much that he kept the shop going well after he should have retired. Dawn and John are a wonderful couple and were always there to help. So on that note I would like to dedicate this diorama to them and to wish Fred a long and happy retirement and all the best to Dawn and John. THANK YOU.



The finished scene looks very impressive. Adding height to the groundwork is a simple way of adding impact to the diorama.

Modelspec

Italeri AB41 Autoblinda

Item No. 6442

Materials

Injection moulded styrene, vinyl tyres, waterslide decals

Paints used

Vallejo Model Color
Tamiya Acrylics
XF-63 German Grey
XF-55 Deck Tan
XF-52 Flat Earth
XF-1 Flat Black
XF-60 Dark Yellow

✓ Good choice of subject.

✗ A bit heavy on the moulding in places.

Available from

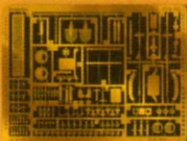
All good model shops
Hornet heads - www.historex-agents.com

Rating ●●●●●●●●○

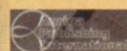
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This low angle view really shows off the precarious position the crew have got themselves into whilst trying to 'recce' the opposing forces.





Rhodes A Williams explains how he achieved his amazing painting and weathering techniques on the Mini-Art LWS.

SCHLEPPING ALONG

Ever sought a kit you felt was the Holy Grail of all modelling projects, a model that caught your eye and envisioned complete on your workbench? Since 1995 mine has been Mini-Art Studios Land Wasser Schlepper (LWS). I first saw it in the advertising section of *Armour Modelling Magazine*. What was this boat with tracks? I began my quest. I stumbled on an article about the model in *Steel Masters* No. 13 February-March 1996 set in a diorama. When I bought Tony Greenland's Modelling Master

Class book in 1996 I discovered he had not only built it, but added thousands of rivets as well. Now I was completely hooked, I just had to locate one of the out of production kits!

After five years of fruitless searching for the Mini-Art LWS, a few cropped up on eBay. By 2004, I had an original version and the Tony Greenland improved version of which I believe only twenty were cast. My intention has always been to build and not collect this kit. Now I was finally able to.

IN THE BOX

Upon opening the box for the first time, one cannot help but be in awe - it's a large and very solid kit. My awe was ever so slightly diminished when I looked closer - the castings were not particularly clean and many of the smaller parts were either soft in detail or missing. Since this was released in the mid-90s, many improvements have come along to make resin kits more cost effective and cleaner cast so I tried not to be too hard on Mini-Art Studios, especially since many of their other kits are

indeed very well cast. As this is Mr. Greenland's improved version, the kit is essentially a casting of a casting and although it included those elusive rivets, it was going to require a good deal of work to meet my expectations.

From the start I wanted to super-detail the kit and convert it into the command version of which one was produced according to official records. As I had wanted to build this model for years, I attempted to collect as many references on this craft as I could. There is little available, most being

exterior shots. Still, the few I do have of the interior show the basic layout well enough. Although it has been established that one LWS was converted for command duties, no photographs have as yet surfaced showing how it was kitted out. I admit to taking some artistic license with the positioning of some of the radio sets and the telescopic antennae. Still, with such limited references, one can never say never concerning the accuracy of this particular beast.

THE BUILD

I began by removing the giant resin carriers from the rear of the hull and crew cabin. These are quite annoying as once removed, a tricky clean up is required to preserve the detail around the propeller housings. Mr. Dissolved Putty is very useful here.

With the basic clean up complete, I could start on the interior and this included a lot

of items from a number of kits and a great deal of time going through my spares boxes. But first of all, I had to open up some of the hatches that had been moulded shut. I first removed the bulkheads and rebuilt them from card stock. A hatchway was scribed and opened with an X-Acto then cleaned up with needle files. I constructed a double plated watertight hatch using plastic card, detailing it with photo-etch hinges and a hand wheel from the spares bin. I also utilized a series of "I" beam supports at the joins, which appear in one of the fuzzy interior images. Evergreen came to the rescue and saved me a lot of time

INTERIOR

The driver's console in the bow of the cabin is a one piece, drop in item, attached to a thick carrier. However, once cleaned up it does not fit snugly against the interior front of the cabin and a

gap is visible through the front windows. This was corrected by adding a section of plastic card, cut a bit oversized and then test fitted and trimmed several times until I had a nice fit. The control panel is a little sparse at the radio operator's position so I added a Dragon fu7 radio set in an Eduard photo-etched frame. The three front seats included in the Mini-Art Studio kit are oversimplified. I borrowed three nicely detailed seats from a Royal Model interior set for the old Tamiya Panther A.

It is important to understand why my LWS is non-standard with the entire winch assembly and gearing removed from the rear of the fighting compartment. With no reference regarding the layout of the single command version of the LWS, I was left with the opportunity to use a bit of 'gizmology'. With such a nice empty space, all of which is visible through the open double hatch on



the roof of the cabin, I was left to my own devices. Mounted along the portside of the cabin are several sets of radios and a telex machine on a chart table. I got the idea for this table top from the book "Wireless for the Wehrmacht". I borrowed a desk from the old Dragon German Army Command Post and added some nice resin radios and a telex machine from an old Verlinden set which had been collecting dust for about ten years amongst my spares.

ENGINE COMPARTMENT

Moving to the engine compartment, the Tony Greenland version of the LWS provides an opened engine hatch that just begs for a motor. A Maybach HL120 TRM V-12 petrol motor powered the LWS. I picked up the Tank Workshop resin version of this motor with an engine bay for a Pz.Kfw. IV but was disappointed by the rotten instructions and puzzling fit. Since it was not designed to fit in an LWS, I created an engine bay from plastic card. The cooling fan vents are solid on the Mini-Art kit and that just wouldn't do, so I drilled them out using a motor tool and built frames from Evergreen strip. Since no photo-etch screens exist for the LWS, I used Aber Luchs screens, which were a perfect fit.

CREW

The final task before sealing the cabin is the inclusion of a couple of figures. Although this LWS will be situated in the Med off North Africa, it is important to understand that they were all part of the Wehrmachtmarine and crewed by Kriegsmarine personnel. The driver and radio operator were both sourced from the Azimut S-Boote crew as they had very nice life jackets on. I made castings of them, snipped away their legs and attached a couple of sets of legs from the Dragon 250/1 halftrack series. Hornet heads are added and arms from the spares bin.

HULL DECK

Sealing up the crew cabin required test fitting, sanding, and more test fitting - the position of the dash and the height of the exhaust funnel are a particular nuisance. I used five-minute epoxy to get an exact fit. Once this was nearly dry I added quite a bit of CA glue and zip kicker to dry it fast and hard. There were some minor gaps between the cabin and the deck of the hull, but these vanish when laying in the strip that surrounds the base of the entire cabin. The kit included resin strips but these were substituted by Evergreen strip. To this I added Grant Line rivets all the way around.

SPEAKING OF RIVETS

With the hull and crew cabin together, I got cracking with the detail parts. I carefully removed all of the surface detail except for the rivets. This task is easily accomplished thanks to the Mission Models Micro-Chisel. I rebuilt everything using plastic strip and plastic tubing from Evergreen. Lead solder wire was used to form the grab handles using a Mission Models Grabhandler and four line ties were formed using the Mission Models Small Multi-Tool.

FUNNEL

The funnel is another curious area. The internet website Encyclopedia of German WWII Weapons (www.geocities.com/pentagon/2833/) provides technical data on the LWS and states that this was not a smokestack typical of those used on ships of the day, but an air inlet. Curiously, they offer up no explanation as to where the exhausts are. Within the funnel is a small platform made from wooden slats. Steel Masters No.13 contains a series of photographs of an LWS on manoeuvres in the

English Channel. In one, an officer in a life jacket stands within the funnel with his hands on the lip. Behind this platform is a shield I can only assume was designed to deflect the exhaust fumes. I rebuilt this with plastic card and rod. On Mr. Greenland's model, behind the shield separating the platform from the inlet/outlet, there is a short tube shaped mount, very similar to what was sometimes seen as a field mod on early panzers to mount an MG-34. Since there was no defensive weapon on the LWS it seemed logical that this was what it was intended for, although I have no definitive proof.

ANCHOR

The anchor came from a 32nd scale fishing vessel I was building for the same diorama, whilst the mount for it was built from spare photo-etch and plastic card. The hangers for winding the anchor rope were formed from brass rod and backed with plastic card strips and the two navigational lanterns were purchased from a nautical web store.

TELESCOPIC ANTENNAE

One of the last jobs before moving onto the running gear was the telescopic antennae. This is a superbly detailed item from Dragon's 251/6 Command

The unpainted model. Note that the resin bumpers were later replaced with ones made of hemp.





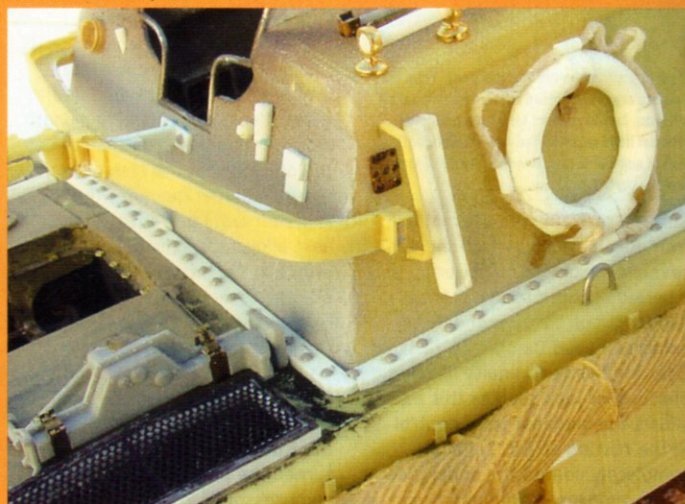
Select areas, such as the rear deck and rear of the crew compartment were both sprayed and brush painted with thin coats of primer to check for imperfections in the resin. These areas were the original attachment points for the large resin blocks, and where full of air bubbles, which needed filling.



Within the funnel is a small platform with wood slats. Behind this platform is a shield, which the author assumed was designed to deflect exhaust fumes. This entire assembly is missing from the model and so was scratchbuilt with plastic card and rod.



The search light was modified from the infra-red light from the Tamiya Panther G. The horn comes from the Tamiya Pzkw IV set with a strip of scrap photo-etch for the mounting bracket.



The unpainted starboard side. All the white details, apart from the life ring, were created using plastic card and plastic tubing. Note the strip running around the base of the cabin, all of which is described within the article.

halftrack. The base was sanded at an angle to accommodate its position on top of the crew cabin and an Aber exhaust base for a Tiger I was sourced as a mounting base; this was topped with Aber hexagonal nuts. As I wished to display the antennae retracted, but in use, some scratch building was needed. Using the excellent publication 'Wireless for the Wehrmacht' as a guide, I was able to build from scrap plastic rod and stretched sprue quite a good replica. Since no photographs of the command LWS are known to exist, this is strictly artistic license.

RUNNING GEAR

I cleaned up the kit's running gear, which was adequately cast. Return rollers only needed Aber nuts added to them. The drive sprockets are quite poorly cast and the resin so brittle that any attempt to remove the carrier ended with broken teeth. After a bit of rummaging, I discovered the sprockets from the ICM Luchs were a very close match.

I removed the centre caps from the Mini-Art drive sprockets, sanded them flat and mated them to the Luchs sprockets. The width of the sprockets was narrowed down and fitted.

TRACK TROUBLES

My next issue was the tracks. Those provided are link and length and poorly cast. I had to go with individual links, but which ones? After much trial and error I found Model Kasten RSO tracks are almost an identical match in width and size. However, they did not fit exactly to the Luchs drive sprocket. In desperation, I snipped off the sprocket teeth where they made contact with the tracks and re-attached them once the tracks were fitted. In all, I needed two and a half sets of RSO tracks to make the two separate runs required.

SEAWORTHY

Lastly, I built a false hull bottom. I must assume that in order to save resin and weight, Mini-Art

left a gaping square opening in the bottom. This is unseen if the model is standing on its tracks, but (diorama revelation here) not if the LWS were in water the model could be seen from every angle. I built a hull bottom of plastic sheet and strip and added a selection of access caps.

ARTISTIC WEATHERING

The finishing of a model is my favourite activity as it allows for an amount of artistic flare far beyond the scope of construction. This LWS was to be finished as a Wehrmachtsmarine vehicle in use in North Africa - specifically the Mediterranean. A lot of weathering decisions needed to be made. Would the vehicle have been originally in the Wehrmachtsmarine colour of blue-grey? If so would it have been over sprayed? If yes, what effect would the African sun, blazing hot days, sandstorms, damp nights and sea salt have upon it and over what period of time would

such damage appear? I found answers to many of my enquiries in vessels at anchor in Alicante, Spain. Whilst walking about the seaport, which, incidentally, is on the Med, I spotted numerous types of ships suffering various forms of exposure. Despite my limited Spanish, I was able to speak to crewmen from a few of them, determining that these seagoing vessels are in constant need of protection from the elements. All develop surface rust on bared metal almost overnight whilst paint dries and flakes away in months. Marine spar needed to be applied to bare wood every season. It came as a bit of a surprise to me just how brutal salt air, seawater and sunlight are to marine vessels.

RUSTING TIME

Before applying paint, I needed to simulate some nasty patches of rust where paint had either chipped or worn off right down to the bare metal and had remained exposed over a long period of time. ►



The figure sitting on the bow bumper is from the Warriors range. Designed as a Luftwaffe a Stug crewman, he was perfect for sitting on the bow. A Hornet head replaced the original along with a set of appropriate arms with rolled up sleeves from the parts bin.

by first brushing on the setting solution. Once this is applied you dust on the simulation powders, in this case the fine-grain "72-35" powder, from a small squeeze bottle. Excess can be blown off the model. As the powders are held in place only by the setting solution it may be removed with a toothpick if not to your liking. It fastens itself more permanently when painted over.

PAINTING

I masked off all the windows and hatches with Tamiya tape to protect the interior and the glazed areas from the airbrushing to come. I used almost exclusively Vallejo colours as they are easily mixed with Windex windscreen wash and can be thinned heavily without fear of pigment separation. I sprayed the entire vehicle in a dark brown base colour - a combination of Vallejo Burnt Umber (941) and Andrea Colour Gloss Black (31). This acts as both a primer and base coat as I am of the opinion that the less paint you put on a model the more the detail is preserved. I prefer this colour as it allows for a nice panel fade effect to the model when using the pre-shade method.

With the base coat dry, I applied the Wehrmachtmarine colour; Vallejo has a very nice German Black Grey (168) that is a good representation. I thinned this 30% paint to 70% thinner and turned the pressure down on the compressor to 7-10psi. I prefer to use an Iwata custom micron for the pre-shade application as it allows for excellent paint control. With the airbrush held only an inch from

the model, I begin to spray into the centre of the panels in two thin coats. This is almost translucent so the correct base coat colour is essential. This process removes almost entirely the need to dry-brush. This blue-grey colour is gone over again after adding some Vallejo Off-White (820) to the mix, providing even more depth to the model. Archer dry prints are added at this stage, as the actual vehicle would have had these applied when in its Wehrmachtmarine colours.

MARMITE METHOD

Next comes the Marmite method. Described in Model Military No.6 by Les Smith, this was a method of creating chipping that I had to try.

The Marmite was best applied thinly using a piece of wire wool scouring pad, once I was happy with the Marmite application I sprayed on a sandgelb consisting of Vallejo Iraqi Sand (819) and Medium Grey (987) thinned at a rate of 20% paint to 80% thinner. The hope here was to imitate a poor quality overspray applied in the field in North Africa, which has deteriorated badly from exposure to the elements. Like the Wehrmachtmarine blue-grey, it was targeted at the centre of panels and gone over a second time once lightened up with a bit of off-white. The model was set aside until dry to the touch. As per Mr. Smith's instructions, I set up the washbasin with hot water to which I added a dash of washing up liquid. Grabbing an old toothbrush and a wide flat paintbrush, I dipped them into the suds and very gently rubbed across the model. Before my eyes, the Marmite dissolved away to

The LWS complete with crew figures, all ready to go onto the author's imaginative diorama complete with sunken ship, diver and circling shark!



reveal a lovely chipped and worn effect. The paintbrush was used to work the Marmite away around delicate photo-etched parts. Filters were applied next using Winsor & Newton oils in the specific order of burnt sienna followed by raw umber giving plenty of drying time between filters. This order is done with a purpose. The first filter warms the basecoat, whilst the second dirties it up.

TRACK PAINTING

I like to have tracks in place before painting although it makes finishing them more challenging. Using a thinned mix of Vallejo Burnt Umber (941), German Grey

Surface rust appears overnight from exposure to salt air and more severe rust tends to appear in a period of three to five months depending on the rate the metal oxidises. I used Cammett's Cast-A-Coat for this task. I quite like this product for jobs such as this as it allows the modeller total control of the rusting effect. I almost completely coated the under side of the sponsons, large patches on the underside of the hull and in very small areas throughout the entire exterior of the hull and crew cabin. Cast-A-Coat is applied



The major with the imposing stance is a Warriors figurine spruced up with a Raul LaTorre head and officer's crush cap from the spares box. Note he is wearing his tropical uniform and boots but has chosen to hold onto his 1936 style officers cap.



The Afrika Korps lieutenant standing in the exposed well, is produced by Alpine Miniatures.



(995) and a touch of Gloss Black (861), I applied the paint using a #5 pointed brush. This may take a few applications as the paint is fairly well thinned. When dry, what you have is a worn bare metal look. No other paint is applied to the tracks at this stage. To differentiate between faded grey paint and burnished bare metal with hints of rust, I begin applying Gulf War Sand Mig pigments. Applied dry, these are gently worked into the entire

model including the tracks. This further fades the paint and draws the colour variances together. It also simulates worn bare metal nicely. Rust patches are touched with slightly thinned raw umber and later burnt sienna. Runs are created over the entire model using pin size applications of white, green, raw umber and burnt sienna oils. These are then dragged down the sides of the model using a clean, flat and wide brush dipped in fresh thinner. The

rusted areas get local applications of Mig pigments thinned in Windex. This same mixture is also applied to the tracks.

ADD A SHEEN!

When all is nice and dry, the handrails and burnished edges of the upper hull need to be buffed. This is to simulate exposed metal yet to rust. The procedure I've found works best is somewhat disgusting. I do most of my paintwork using an Optivisor. The

vinyl headgear rests against my forehead and after an evening of wearing it my forehead gets rather oily. Rubbing a finger across my forehead and then along the handrails in the areas of exposed grey paint creates a nice sheen simulating exposed metal. I also did this to the edges of the upper hull.

FLAG

One of the final jobs is to create and attach a flag to the previously painted flagpole. The Tony ►



The radio equipment and mounting frames were sourced from Dragon's 251/6 Aust. C command half-track. This set was built on a small platform made of plastic card to give it more stature.



Mounted along the portside of the cabin are several sets of radios and a telex machine on a radioman's desk. These were created by borrowing a desk from the old Dragon German Army Field Command Post set and adding some nice resin radio sets and a telex machine from an old Verlinden set.



The completed interior just prior to mating the hull to the crew compartment. Note the U-Models life jacket and various personal equipment.



The driver's console is a one piece drop-in item attached to a thick casting block, but once cleaned up it did not fit snugly against the bulkhead, and a significant gap was visible through the front windows. This was corrected by adding a section of plastic card to fill this gap.



A set of DUKW bumpers produced by Thatchweave was used for the LWS. They were first soaked in thinned white glue to settle down the furring of these real woven bumpers.



The bow plates show extensive wear from scraping as the vehicle came up on shore, and began to rust. Note the Jolly Roger was added in keeping with the pirate theme for the proposed diorama.



The spotlight on top of the bridge was created by using the end of a torsion bar from a Dragon Panther and an IR searchlight from Tamiya.



The frame for the winch hook has been thoroughly weathered using a combination of Cast-a-Coat, burnt sienna oil paint and Mig pigments.

Greenland LWS comes with a large resin Kriegsmarine flag with an enormous swastika on it. I decided not to use this. Befitting the swashbuckling theme of the future diorama I painted a rectangular section of lead foil in shades of black and green and added Archer dry prints Afrika Korps "Palms" and a Jolly Roger. When pressed in I then formed the flag to simulate a blowing in the wind look and rigged it up to the mast.

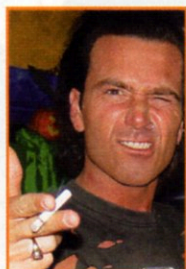
FENDERS

The Greenland LWS also includes a set of fenders. However these are cast in resin and tended to detract from the rest of the model. I remade mine from eight lines of twine twisted to form the side and rear fenders, whilst medical gauze is used for the larger one on the bow. The smallest fenders are by Thatchweave and offer excellent detail; although designed for the

Italeri DUKW, they work very nicely indeed on almost any sea going vessel.

FIGURES

As this model is to become part of a diorama, figures are necessary to assist in conveying the story. As we will not be covering the diorama itself, I will only give a brief description of the figures used in the captions.



MEET THE AUTHOR

I came back to the hobby in 1993 after having seen a VLS issue of Superdioramas at a newsagent. Military modelling allows me to indulge in my love of history and art. I live at the beach in Marina Del Rey, California. When I am not modeling I enjoy collecting vintage BMW motorcycles and spending time with my understanding wife. ■

CONCLUSION

The Mini-Art LWS builds into an impressive vehicle - with some additional improvements. However, with patience, an acceptable model can be built out of the box. All in all, I spent nearly a year on this model with a few gaps in the middle due to life getting in the way. The LWS will be a part of a diorama, so I must press on. ■

Modelspec

MINI-ART STUDIOS LAND WASSER SCHLEPPER (LWS)

Materials

Mini-Art Studios Land Wasser Schlepper
Azimut S-Boote crew
Maskol "Liquid Friskit"
Mr. Hobby "Mr. Masking Sol"
Cammatt's Cast-A-Coat

Paints used

Vallejo Iraqi Sand (819)
Vallejo Medium Grey (987)
Vallejo Off-White (820)
Vallejo German Black Grey (168)
Vallejo Burnt Umber (941)

- ✓ Builds into an impressive and very unusual looking vehicle.
- ✗ Fit issues not for the faint of heart, poor instructions, difficult to find and can be pricey.

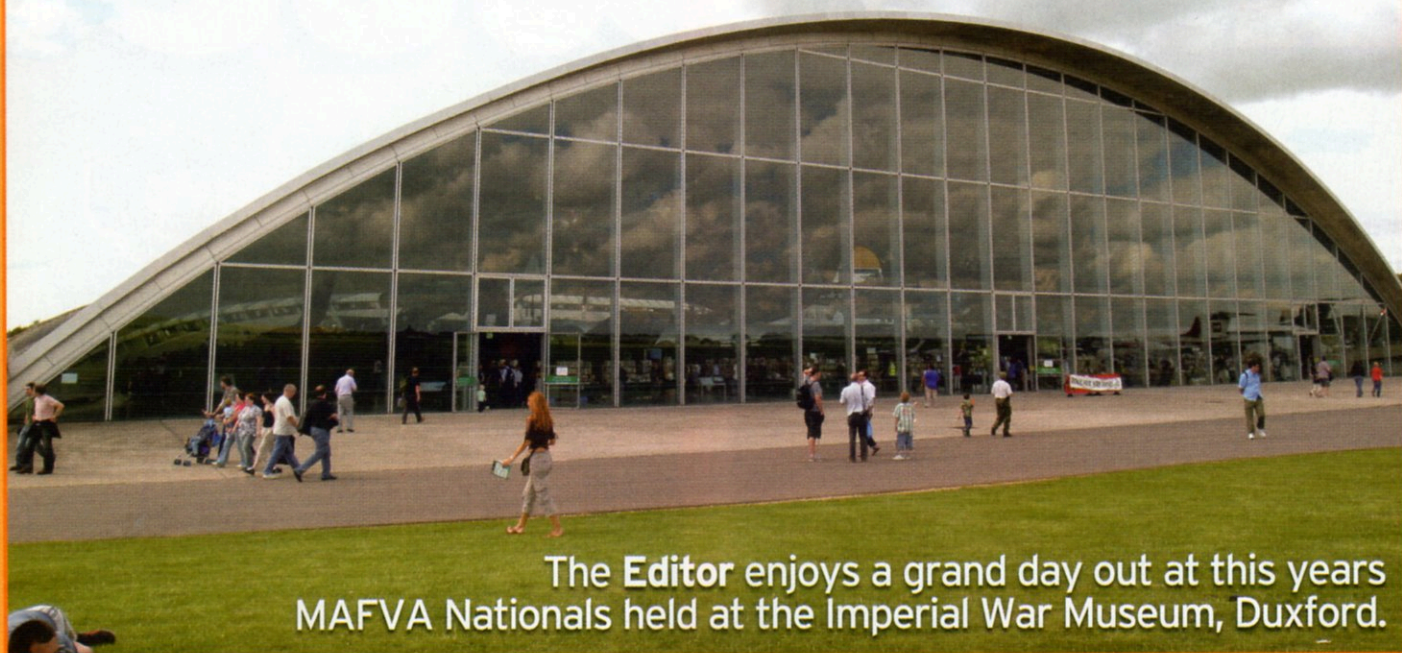
Available from

Unfortunately no longer in production.

Rating ●●●●●●○○○○

17TH JUNE 2007

MAFVA NATIONALS



The Editor enjoys a grand day out at this years MAFVA Nationals held at the Imperial War Museum, Duxford.

The MAFVA annual show took place at its regular venue, the Imperial War Museum at Duxford in Cambridgeshire, and yet again we were blessed with a warm sunny day. The organisation and hospitality offered by the Cambridge branch of MAFVA was superb, including the constant supply of complementary tea, coffee and doughnuts for traders and attending clubs.

The competition table had a healthy number of entries and there were some very good models on both the competition tables and the many club stands. There was a good mix of traders

selling everything you could possibly need, from airbrushes and compressors through to diorama accessories and multi-media resin kits. But if nothing in the 130 by 50 foot marquee took your fancy, then there was a further selection of trade stands outside selling all manor of goods from military clothing to books and souvenirs.

One thing I'm not keen on is the extortionate prices charged by the mobile catering vans - maybe their pitch rates are expensive so they have to charge more to recoup that initial outlay, but I do think £4.80 for a sausage and chips or £7.50 for small fish and chips is outrageous.

Unfortunately these rip-off merchants seem to be at every big out door event these days. I can only imagine how much a family day out would cost, once entry fees had been paid, followed by the usual chorus, of "we're hungry dad"!

Seriously though, apart from the stunning new aircraft hall and the American memorial hall full of USAF aircraft there is the very impressive Land Warfare Hall, where all of the exhibits are set into life sized dioramas. Outside the rear of the Land Warfare Hall is an off-road arena where some of the museum's collection of armour was put through its paces, and if

that wasn't enough there was a big display of restored wheeled military vehicles and the chance for the public to have rides in the back of FV432 APCs.

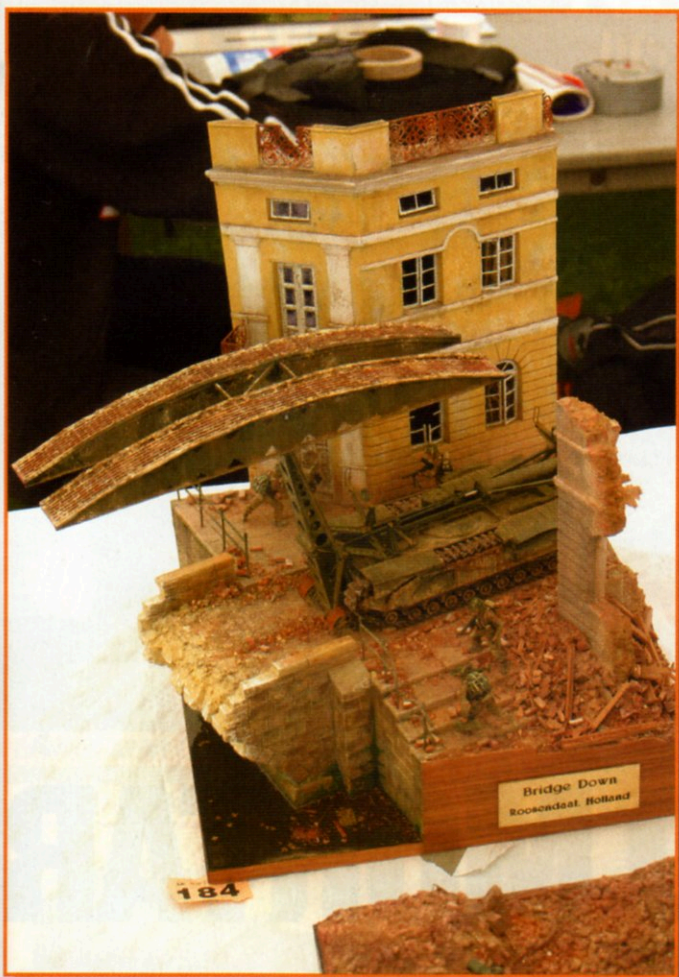
As usual during the weekends of the summer months, some of the museum's historic aircraft take to the skies, and this time we were treated to the stirring sound of both Merlin and Griffon engined Spitfires as they did numerous fly-bys. I would like to whole heartedly thank Paul Middleton and the MAFVA team for all their hard work and hospitality, and to IWM Duxford for hosting the event at this stunning venue, roll on next year. ■



The MAFVA marquee was a hive of activity all day. Note the modeller heading to the entrance complete with standard issue anorak and holdall!



Just some of the many vehicles in attendance. Just visible in the background is the Centurion AVRE outside the entrance of the large and impressive Land Warfare Hall.



This was my personal favourite in the competition - it was well thought out, cleverly composed and superbly executed.



A fine example of why working in smaller scales is ideal when wanting to produce large scenes without having to use a pool table for a base!



On the Accurate Armour stand was their new 1:35 Chieftain ARV Conversion looking very impressive.



A perfect example of how the increasingly popular 1:48 armour can be combined with aircraft of the same scale for an imaginative diorama such as this.



This very nice 1:72 scale Staghound caught the Editor's eye, complete with a detailed interior.



The grounds outside the halls contained an impressive collection of military vehicles from many countries and periods.

M4 1:35 '39-'45 SERIES 81mm Mortar Carrier

Smart Kit



MOTORISED MORTAR

Andrew Willis takes a look at Dragon's second release based on the stunning M2 half-track.

The M4 Mortar Carrier was based on the M2 half-track and 571 were produced during 1942. It consisted of an M2 with the rear compartment changed to allow the mounting of the 81mm Mortar and the necessary ammo racks. The initial design was for the M4 to carry the mortar into battle then it was to be deployed on the ground for firing. In action this proved too slow so the production M4 had a re-designed base plate that allowed firing from inside the vehicle as standard. The 2nd Armoured Division went further and reversed the mounting plate to allow the mortar to fire over the front of the vehicle.

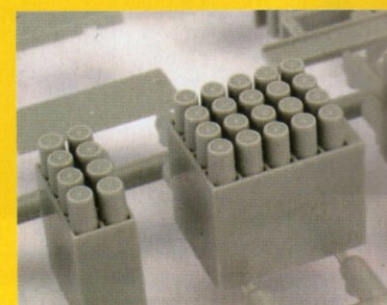
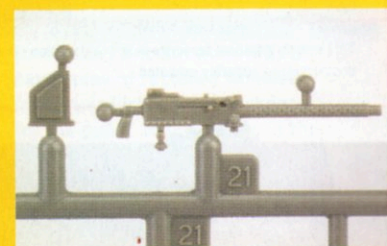
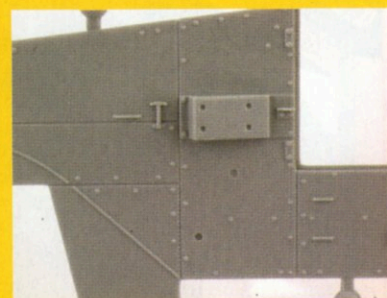
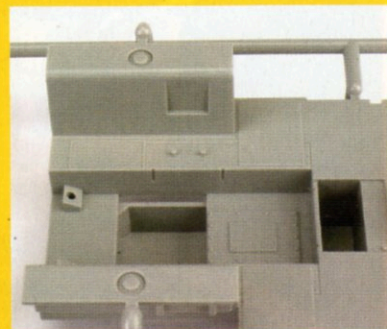
Dragon's M4 kit came as a surprise to me, the M2/M3s were heavily rumoured to be on

their way but when the M4 was announced my first question was which 'Sherman' are Dragon doing now! Some of the initial boxes for these kits had the Cyber-hobby logo on them so it may have been planned for this to be a Cyber-hobby release only. I am glad this has not proved to be the case, as I am no fan of the Cyber-hobby concept and believe that Dragon/Cyber-hobby may just as well put the production straight on to eBay and cut out the middle man. It may also have been Dragon's plan to get this variant out before anybody else could announce it.

The M4 is based heavily on Dragon's earlier M2/M2A1 kit, naturally enough. This does however lead to a few problems that have been carried over from the previous kit. These are the weighted front wheels that on any other wheeled vehicle would have been well received but the M2/M3 series does not appear to

have caused the front wheels to bulge. A bigger problem is that all the body screws are missing their screw slots; this would be a very tedious job for the modeller to add slots to ever one using a knife or chisel blade. On the plus side, and it is a very big plus, the rest of the kit is very well detailed, especially the running gear and tracks, the idler and drive wheels could not be done any better in plastic. There is a lovely turned aluminium mortar barrel in two pieces and a small etch sheet. I cannot help feeling that a separate kit of crew figures complete with the 81mm mortar from this kit is planned as a future release. There are decal options for three vehicles all in overall olive drab.

As with most other models these days, it will pay to consult as many references as you can find when modelling the M4 as there were several variations on mortar, being such an early variant of the M2 the M4 may also be lacking the track tensioning springs (parts A21 & A22) as well as not having the jerry can racks on the sides in front of the doors. So, another fine addition to the ever increasing Dragon catalogue. ■





Letters

WRITE TO: MMI Letters, ADH Publishing, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, UK
Tel: 01525 222573 Fax: 01525 222574 Email: editor@modelmilitary.com
The views expressed are not necessarily those of the editor or publisher.
Letters may be edited for publication.

A1 SERVICE

May I, through your magazine, express my thanks to Accurate Armour for their help regarding a recent query. I am not a full time military modeler, but a vehicle modeller. The service given by this company was amazing, my enquiry was sorted very quickly. What a refreshing change, in this day and age, to find good old fashioned service.

Yours faithfully
P D Oakden

KEEP UP THE STANDARD

A quick comment on their elitist issue. I buy this magazine and others of it's kind for a couple of reasons. The first is to see what's new. New products and new techniques. Things that enhance the model and produce a realistic final product. The second reason is to be inspired. I have been modelling for a long time. I used to be inspired by the wealth of white styrene on pretty basic plastic kits. The research involved and the construction skills that turned out real masterpieces. There are the breakthroughs. The Shep Paines, the Francois Verlindens' and the Tony Greenlands'. Later, Mig. among others. People who have made the hobby leap forward. Some stuff ends up on your model, some doesn't. I went with the chalks, left out the scratches. I want to see great stuff. I want to read articles that will help take me to the next level. So I want to see articles written by the best

modellers you can attract. I study the photos, I read every word. Wanting to improve and wishing to learn from the best is not elitist. It is the attitude that has taken the hobby to the heights it has reached. Keep up the good work. This magazine has become my only sure purchase every month. What would I like to see? A slightly thicker magazine and more early post war stuff with profiles and colour schemes. I know a magazine of this type relies on contributors. Keep your standards high.

Norm Russell
Fredericton, NB Canada

READERS WORK

Firstly, thank you for producing a brilliant magazine every month! Reading the magazine every month and getting tips and inspiration each time, would it be possible to introduce a 'readers models' section? And now a question - how do you paint rubberband tracks and should they be fitted and painted after the main model?

Regards
Stewart

Ed says: At present we really don't have the space to have a page or pages dedicated to readers models. The other factor is whether or not we will actually get enough models to fill the space. Obviously we would require the photos to be of a high enough standard to be reproduced and we would need to receive a steady stream of work



MESSAGE FROM THE EDITOR

PLANE TALKING

As you may well have seen we have an aeroplane within this issue, but don't worry we aren't changing into a generic cover-all type of magazine. The reason we have decided featured the L-4 is because it has been produced in 1:35 which makes it compatible with ground vehicles in this very popular armour scale, secondly the aircraft is a Forward Air Controller for ground troops and lastly is piloted by army personnel. Even though it is an aircraft, I'm sure there will some useful techniques to be gained from John's article.

See you again on September 6th!

Spud
John 'Spud' Murphy

to keep the page going. As you can see, this month's letters page has been reduced to one page due to the lack of letters! Another problem for me as an Editor would be trying to fill the page at the last minute because insufficient material has been sent in.

We have discussed this matter at the office and feel to an extent these readers models pages have had mixed success in other modeling magazines, we therefore have made the decision to use the space for articles and or extra Tech Guides, which we feel would be of more value to our readers. Regarding painting 'rubberband' tracks I tend to paint them before assembly, but due to the very flexible nature of these track some paint will inevitably flake off when fitting them. I think painting them first and touching in after would still be far easier than trying to paint

them after fitting.

The other thing I have discovered with painting the tracks first is that if the guide teeth have been dry-brushed with metallic colours for example, is that this paint can rub off onto the wheels, not a problem for tanks without rubber rims, but will be very noticeable on with them fitted, so be prepared for some touch-up painting with a fine brush.



RECOMMENDED READING

VILLERS BOGAGE THROUGH THE LENS

DANIEL TAYLOR

AFTER THE BATTLE ISBN 1-870067-07-X

WWW.AFTERTHEBATTLE.COM

This is another of those great books I take from my bookshelf from time to time and every time I read it get inspired to build a diorama based on one of the incredible photos it contains. This book offers a fascinating insight to this infamous encounter between the British 7th Armoured Division, the 'Desert Rats' and arguably the most famous tank commander of all time, Michael Wittmann and his Tigers of the 101 Heavy Tank Battalion.



RANDOM REFERENCE!

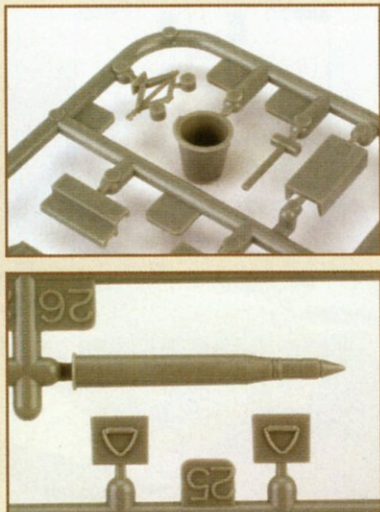
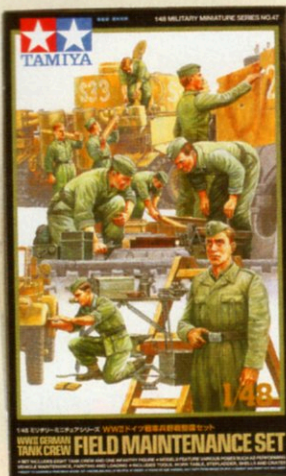
WEATHERING WHEELS

A couple of issues ago we received a letter about the way some wheels and tyres are weathered. Since receiving that letter I have been looking to get some reference photos to show some of the many ways tyres look depending on the conditions and terrain they are being used on. Our first photo in the series confirms the classic look of having dirty grooved areas of the treads, whilst the raised sections have been scrubbed clean by prolonged running on a hard surface.





Figures - A round-up of the latest figure sets on release...



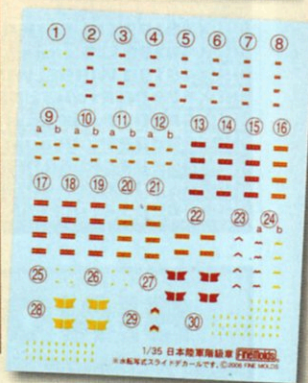
TAMIYA

1:48 WWII GERMAN TANK CREW FIELD MAINTENANCE SET ITEM NO.32547

As with Tamiya's previous figure releases in 1:48, they are amalgamations of sets produced in their 1:35 range and in this case the ammo-loading crew, engine maintenance set, Kübelwagen maintenance set and lastly the figure with brush in hand from the Sd.Kfz.251/9 D Kanonenwagen. The figures are well moulded and only require minimal clean-up along the mould seam lines before painting. The second sprue includes a small selection of both 75mm and 88mm ammunition and their wooden packing crates, a couple of cantilever tool boxes, a step ladder, workbench and bits and bobs which will all help bring the ever growing range of 1:48 vehicles to life.

Available from all good model shops

9/10 The Editor



FINEMOLDS

1:35 IMPERIAL JAPANESE ARMY TANK CREW SET NO.2 ITEM NO.FM23

This second set of crew figures contains four tankers which can be used in a set piece as depicted on the box top, or individually as required. As previously mentioned they may not be as sharply detailed as some of the latest sets available, but with some careful painting they will look as good as any, and with the inclusion of a decal sheet for their rank insignias will help make this task easier. Distributed by www.modelwholesaleuk.com

8/10 The Editor

FINEMOLDS

1:35 IMPERIAL JAPANESE ARMY TANK CREW SET ITEM NO.FM22

To complement their extensive range of Japanese tanks, Fine Molds have released a couple of crew figure sets. This first set consists of four standing figures, one saluting, one in tropical clothing designed to fit in a turret hatch, another is dressed in thick winter clothing and the last is standing with one arm behind his back and holding his sword in the other. Although they are not as detailed as say Dragon's Gen2 figures, they really are a welcome addition to the very limited range of Japanese figures available.

Distributed by www.modelwholesaleuk.com

8/10 The Editor



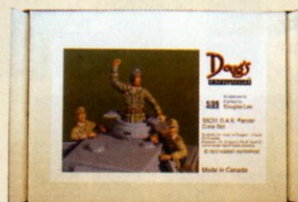
GREAT NORTH ROADS

200MM FALLSCHIRMJÄGER BUST

New in from GNR is this beautifully cast resin bust, consisting of only three parts; helmet, main body and a small base. Overall the quality is superb, our sample did have two tiny pinhole sized air bubbles on his lefthand collar and some minor mould slippage, however neither of these will be a real problem to fix. Figure painting has never been my strong point, but now I have this figure in my grubby little hands and having seen how Fraser Gray offered an in-depth painting guide to this very type of figure back in issue one, I really want to have a go at painting this one!

Available from www.greatnorthroads.co.uk

9.5/10 The Editor



DOUG'S ORIGINALS

1:35 DAK PANZER CREW SET ITEM NO.35C01

Designed to fit into either the Tristar or Dragon Panzer IVs this superb three figure set will certainly make your kit stand out. Modelled and cast to the high standards of Doug's earlier figures, these figures will not disappoint. A nice touch is that the two seated figures are fully modelled and don't just have lumps for legs thus giving the figures great conversion potential.

Highly recommended

Available from

www.friendshipmodels.com

10/10 Graeme Carruthers



www.miniart-models.com

PLASTIC MODEL KITS
SCALE 1:72, 1:35, 1:16



Create a History

SOVIET SU-76M SELF-PROPELLED GUN w/CREW



35036
1:35
PLASTIC MODEL KIT

MiniArt Ltd.

Krylova str. 127, 95001, Simferopol, Ukraine

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miniart@crimeainfo.com

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ROMAN CAVALRY III-IV CENTURY

1:72
72014



HOUSITS XV CENTURY

1:72
72010



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E-Mail: info@creativemodels.net, www.creativemodels.net



References - The Holden Jeep - a battlefield ambulance

BATTLEFIELD AMBULANCE

David Doyle offers some great reference for anyone wanting to do something a little different with the ubiquitous Jeep.





▲ During the conversion, the spare tyre was relocated to the hood, held in place by a special moveable carrier. Note the USMC tie-down rings on the front bumper.



◀ A quick identifier of the 200 vehicles known as the "Holden Jeep" is the large medical equipment storage locker in the position normally occupied by the passenger's seat. This rare restored example is displayed at the Fort Economy Sam Werner Museum in Hallsville, OH, USA.

As the US Marines began their painful trek across the Pacific, the need for a small, agile ambulance became apparent. The standard USMC ambulance of the day, the 1/2 ton International Harvester M-1-4, was too big, too slow and too scarce to support the upcoming leap-frog invasion strategy.

The Marines turned to General Motors-Holden in Australia for a solution based on the Jeep. Up until 1931 the firm had been independent, and was known as 'Holden's Motor Body Builders' and supplied bodies for chassis of most manufacturer's in Australia. It was not until after the War that Holden began producing complete automobiles. It was this body building experience - and their presence in theatre - that made the firm uniquely suited to perform these ambulance conversions. This work was carried out at Holden's massive facility at Fishermen's Bend, Melbourne - the same plant that produced a unique variant of the airborne CCKW.

Though more properly termed a 'battlefield ambulance', the vehicles are universally known to enthusiasts as 'Holden Jeeps.' ■



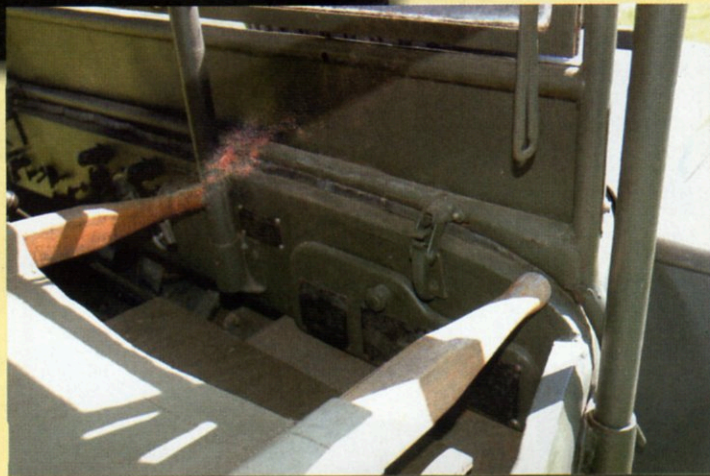
References - The Holden Jeep - a battlefield ambulance



◀ The windshield was relocated to a vertical mounting. Close examination of the cowl reveals the original mounting points just ahead and above the current mounting.



▲ The interior of the medical equipment box was irregularly shaped, and extended to beneath the dashboard.



▲ The brackets that attach the bows and litter rack are mounted on the outside of the body and on the dashboard, as well as in the floor of the Jeep.



◀ Metal rods held the litters in place in the rack channels. The backrest for the ambulatory patient/attendant seat is clearly visible in the background.



▲ This view of the driver's compartment reveals the outline of the new stowage box and the litter rack mounting brackets.

▼ Another sure identifying feature of Holden Jeep is the door cut from the rear wall of the Jeep tub.



▲ The interior rear support for the litter racks. Note that the normal Jeep interior wheel well and stowage boxes have been removed from both sides of the Holden conversions.



▼ The spare tyre carrier was specially fabricated. The hood mounting cleared the rear of the ambulance for patient loading.





References - The Holden Jeep - a battlefield ambulance



▲ The forward bow support was attached to the driver's door opening on the left side of the vehicle. Also visible is the hinged spare tyre mounting.



▲ Mounting the spare wheel on the Jeep's hood (bonnet) changes the look of the Jeep considerably.

Two additional standard Jeep hood latches are used to keep the spare tyre mount pulled firmly down. Note that the standard wooden windscreen blocks remained in place, albeit one bolt is missing from this example, allowing it to shift.



▲ Canvas ripped and sagging, windshield glazing gone, and fenders battered, this Holden Jeep shows the rigours of combat on Iwo Jima, where this photo was taken.



▲ This Holden is being used on Iwo Jima, this time showing casualties being transported. Note the camouflage paint scheme.

Incoming

CAMMETT

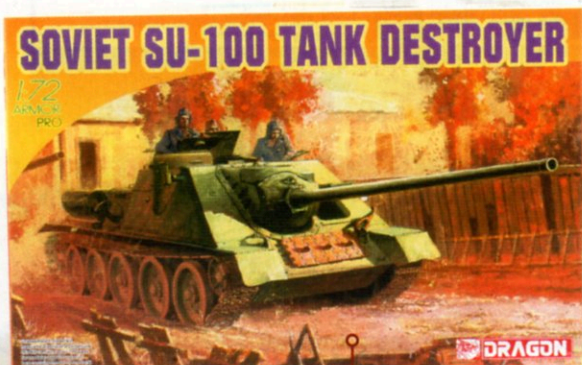
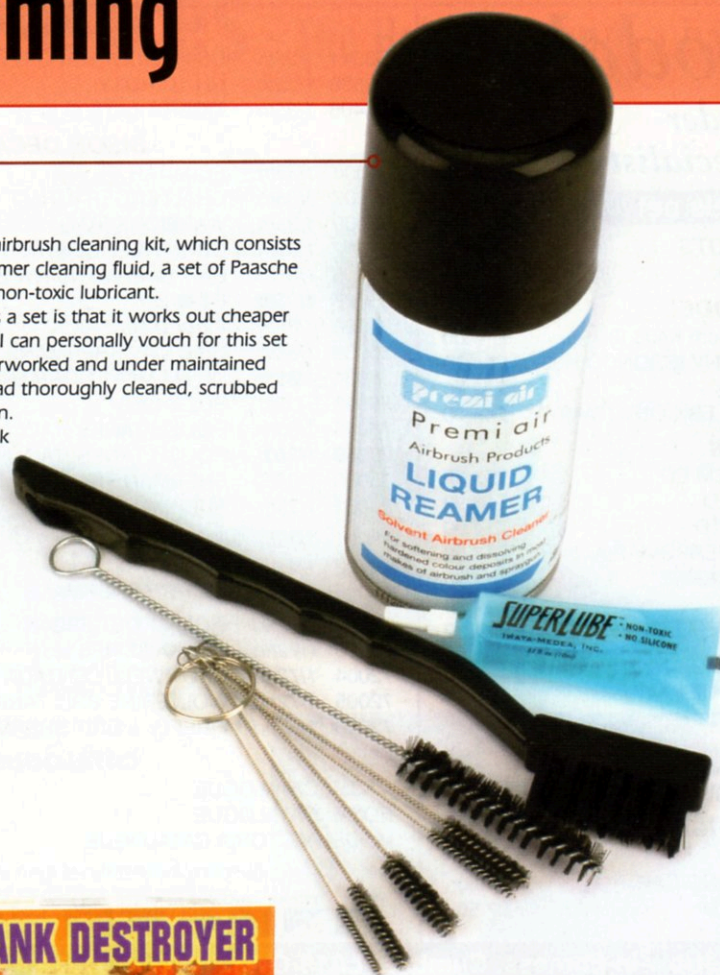
AIRBRUSH CLEANING KIT

A great idea from Cammett is this airbrush cleaning kit, which consists of a can of the excellent Liquid Reamer cleaning fluid, a set of Paasche brushes and a tube of Super Lube non-toxic lubricant.

The advantage of buying this lot as a set is that it works out cheaper than purchasing them individually. I can personally vouch for this set as it worked wonders with my overworked and under maintained Iwata HP-C Plus airbrush. Once I had thoroughly cleaned, scrubbed and lubricated it was like new again.

Available from www.Cammett.co.uk

10/10 - The Editor



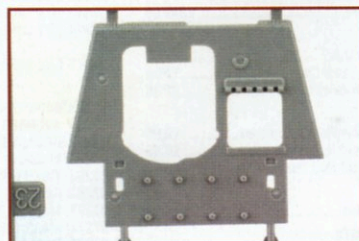
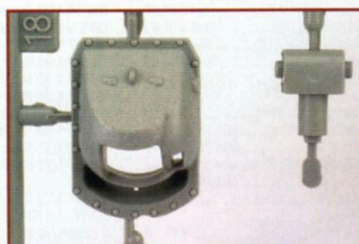
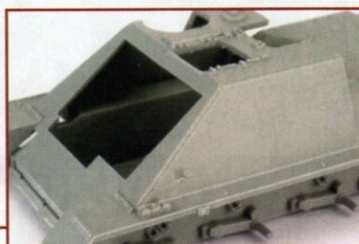
DRAGON

1:72 SU100 TANK DESTROYER ITEM NO 7208

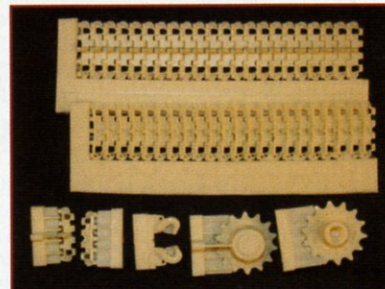
Following on their 1:35 scale SU100 Dragon have released a Braille scale version of this Russian equivalent of the Jagdpanther. This kit consists of 137 plastic parts, 14 etched brass parts, a set of braided wire for tow cables and a set of DS100 tracks. This kit is finely moulded and highly detailed and comes complete with a raft of spare parts including fuel drums and mounts, grab handles, and an upper hull for a T34. Highlights of this kit include a nice rendition of the cast mantlet, hollowed out exhausts pipes, the commanders hatch comes complete with separately moulded periscope. The road wheels are moulded separately, which makes life easier as there is a minimum amount of cleaning up required. And the brass engine grilles also enhance the finished model. Five marking options are included in this kit, four late war Russian vehicles and a Czechoslovakian version from 1957. Three are finished in overall Russian green one in whitewash and one in a partial whitewash scheme. Another winner from Dragon, highly recommended.

Available from all good model shops

10/10 - Jeff Adams



IDF Magach 6B Gal/Batash Track set (incl' Sprockets) - Links and Length



LEGEND PRODUCTIONS

1:35 IDF MAGACH 6B GAL BATASH TRACK AND SPROCKET SET ITEM NO. LF 1143

Designed to accompany Legend's earlier Gal Batash conversion, this new set will give you the correct tracks and sprockets if your choice of base kit that doesn't contain them. The tracks are resin and the link and length type and the sprockets have the correct cut outs in their centre, something that is usually missing from the plastic kit versions.

Highly recommended

Available from

www.friendshipmodels.com

8/10 - Graeme Carruthers



LEGEND PRODUCTIONS

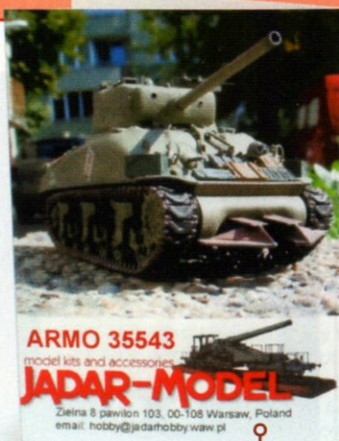
1:35 FIREFLY STOWAGE ITEM NO. LF 1144

It's time for the British Sherman Firefly to get the Legend stowage treatment this time around. As is usual with their stowage sets, Legend provide enough material to kit out at least two or three vehicles. Some of the smaller bags and packs have been seen before in earlier sets but the larger drop in pieces and the British packs and equipment are either designed specifically for the Firefly or are totally new pieces.

Highly recommended

Available from www.friendshipmodels.com

9/10 - Graeme Carruthers



ARMO 35543
model kits and accessories
JADAR-MODEL
Zielna 8 pawilon 103, 00-108 Warszawa, Poland
email: hobby@jadarhobby.waw.pl

JADAR-MODEL

1:35 CULLIN HEDGEROW CUTTER ARMO 35543

Jadar have produced this nicely cast and detailed set of 'Rhino Prongs' to fit onto the front of any suitable US Sherman fitted with a single piece transmission cover. At first I was going to give them 10/10 but on closer inspection, and under a coat of grey primer, glue marks became visible which had transferred from the master pattern. Unfortunately any copy can only be as good as the original part, therefore any blemishes will appear on every copy. Secondly the weld seams don't look particularly realistic. Overall they will look good in place and make your next Sherman look that bit meaner, but I think a little extra attention to detail wouldn't have gone a miss.

Available from www.jadar.com.pl

7/10 - The Editor



CMK

1:48 M32 RECOVERY SHERMAN CONVERSION ITEM NO.8020 1:35 TIGER I INTERIOR SET ITEM NO.3067 1:35 M4A1 SHERMAN INTERIOR SET ITEM NO.3072

Available from www.lsamodels.co.uk

CMK have been keeping busy producing these very nice conversions and interior detailing sets for Tamiya's 1:48 M4, 1:35 Tiger I and Dragon's 1:35 M4A1.

Firstly the M32 conversion is designed to convert the Tamiya M4 into the M32 armoured recovery vehicle. Almost everything you need is supplied in the kit apart from string for the cables and some styrene rod to make the climbing rungs which go up either side of the main jib. All the parts are very crisply detailed and perfectly cast in cream resin, this is definitely one of those conversions, that now I have seen it want to dig out a Sherman and build it.

9.5/10 - The Editor

The interior set designed for the Tamiya Tiger I contains three seal topped bags full of resin and two etched metal frets. I must make it clear this is not a full interior set as it does not contain parts for the drivers' positions or gearbox. What is included are all the parts to detail the turret interior including a highly detailed breach assembly. The hull detailing includes the fighting compartment rear bulkhead, floor-plate with torsion bars and turret turntable and associated fixtures and fittings. As with all the CMK products the instructions are clear and easy to follow, but no mention is made as to whether this set is for the early or late versions, however the drawing on the very last page of the instructions show the tank fitted with the early style drum cupola.

8.5/10 - The Editor

Last of all we have the interior for the cast hulled M4A1. As with the Tiger this is not a full interior set, but this is made clear on the boxtop that it is the driver's set. In the box you get two bags of flawlessly cast cream resin parts and two etched frets. The detail is first rate and includes everything you will need for the ultimate hull interior. I can only assume the CMK will be producing a turret set to follow this set for a complete interior. With a set as highly detailed as this, the most difficult task for anyone using it, is how best to display it as not very much will be visible through the hull hatches once finished!

9.5/10 - The Editor

Friendship Models

New Releases

Legend Productions 1/35th



LF1147: IDF APC Nagmashot Conv. (For AFV Club Centurion)

.....£49.99

LF1148: IDF APC Nagmashot Full Kit.....£69.99

LF1147 or LF1148 Post Free In
The UK!

Formations Products 1/35th



F085: RAM Badger Conv. (For Tam. M4).....£59.99

UK P+P: ≤ £30..£3.00, £31-£75..£4.00
£76-£150...£6.00, Over £150 Post Free
International Postage @ cost, please con-
tact us directly in first instance.

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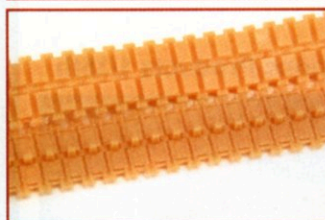
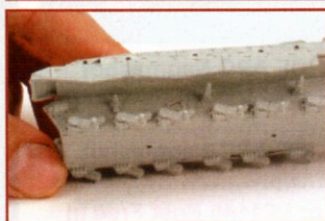
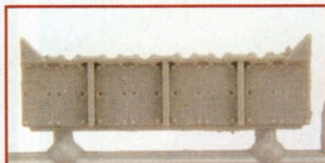
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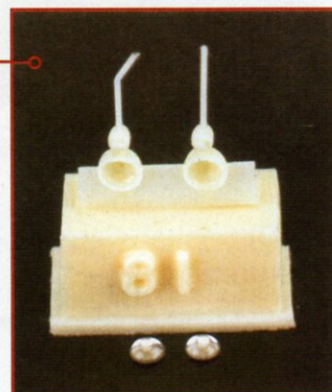
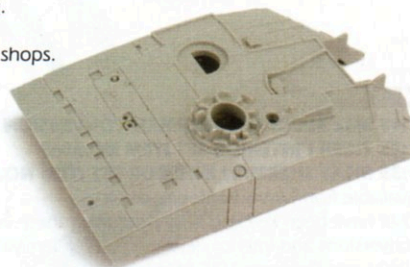
DRAGON

1:72 CHALLENGER 2 WITH DOZER BLADE ITEM NO 7285

One of Dragon's earlier releases was the Challenger 2 'Op Telic', and this release is a reworked version, which now includes a new sprue containing the Pearson Dozer Blade and a new set of tracks. The kit itself consists of 136 plastic parts, 10 etched brass parts and a set of DS100 tracks. All the parts kit is well moulded and highly detailed, which is what we have come to expect from Dragon. The instructions are from the earlier release and are of the photographic variety (apart from the dozer stage) which I do not like as I believe they are too simplified and could cause confusion. That said this is a nicely detailed model and is an improvement on their earlier Challenger releases, with the dozer blade particularly well rendered. The one downside of this kit is no markings are included and only one paint scheme is shown and this is shown as photographs of the finished model which are not all that inspiring. Recommended.

Available from all good model shops.

8/10 - Jeff Adams



FORMATIONS

1:48 US WWII HEADLIGHTS WITH LENSES ITEM NO.F081

With a growing range of Shermans available in 1:48 these days, Formations now provide you with two hollow resin headlights with two tiny little MV lenses to drop into them. Add these and one of the etch sets available out there to your Sherman and take it to another level. Highly recommended

Available from
www.friendshipmodels.com
9/10 - Graeme Carruthers



PRO-ART MODELS

1:35 MODERN OIL/CHEMICAL DRUMS AND CANISTERS SET ITEM NO.PAU - 35011

This great little set contains forty assorted drums and containers in numerous sizes and styles for you to paint and scatter around your next modern diorama. Although the box art shows them with various hazard stencils, none are provided so you will have to source them from elsewhere. Highly recommended

Available from www.friendshipmodels.com

9/10 - Graeme Carruthers

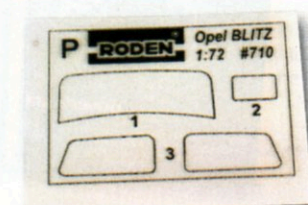
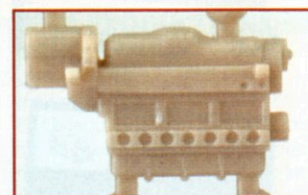
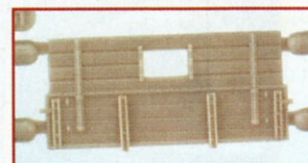


RODEN

1:72 OPEL BLITZ ITEM NO 710

Roden seem to have a nice niche in the market releasing German WWII wheeled vehicles. The Opel Blitz Kfz 305 Truck comprises 118 parts and a clear sheet of acetate for the cabin windows. This is a very nice kit and the parts are well moulded and crisply detailed. Roden's kit comes complete with a 14 part engine, which is a real bonus. Other highlights include separately moulded tools, a choice of wooden cargo bed sides with bench seats and the option to have a covered top or a stowed one with folded framework. As befits a vehicle that served throughout the war, no less than six marking options are included in a variety of schemes, including one in overall Panzer Grey, two in whitewash over sand yellow, one in whitewash over pale yellow, one Africa Korps vehicle in overall sand and one in red brown and green over pale yellow. Overall this is great little kit and I must say I have been impressed with the quality of Roden's products. Highly recommended. Available from all good modelshops.

9/10 - Jeff Adams





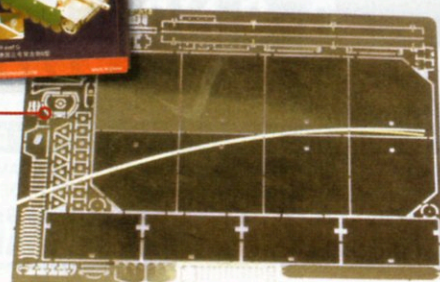
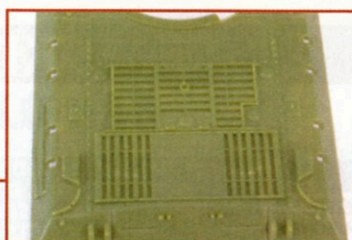
RODEN

1:72 IS-3 'STALIN'
ITEM NO 701

This was one of the first kits released by Roden in their 1:72 Armour Series and is one of my favourite tanks, the IS-3. The kit comprises of 124 parts and a set of vinyl tracks. The parts are crisply moulded and are well detailed, of particular note is the six-part DShK turret mounted machine gun and the turret grab handles are very delicate so care will have to be taken when removing them from the sprue. One downside of the kit is the fact that all the hatches are moulded closed, that said, most Russian tanks fought closed up but the option to open them would be nice. Although the tracks are of the 'rubber band' variety they are highly detailed and very soft and flexible which should please most modellers. Four marking options are included, one Egyptian example in overall sand, and a Russian, Chinese and Polish, all finished in overall dark green. The decal sheet is very minimalist as it only contains eight decals. Overall this is a nice kit and would look great in Battle of Berlin 'what if' markings with white turret bands! Recommended.

Available from all good modelshops

8.5/10 - Jeff Adams



VOYAGER

1:48 STUG III AUSF G ETCHED BRASS DETAIL SET
ITEM NO.VPE48029

This latest Voyager detailing set has been designed for Tamiya's excellent Early Stug III G. Voyager have included a small etched steel fret containing the intake-grille mesh panels along with one large and one small etched brass fret. The large fret includes a complete set of schurzen and beautiful little retaining clips, smoke discharger brackets, loaders machine-gun shield and lots of tool clamps. The small fret contains the exhaust deflector, spare track retainers and a little, lucky horseshoe.

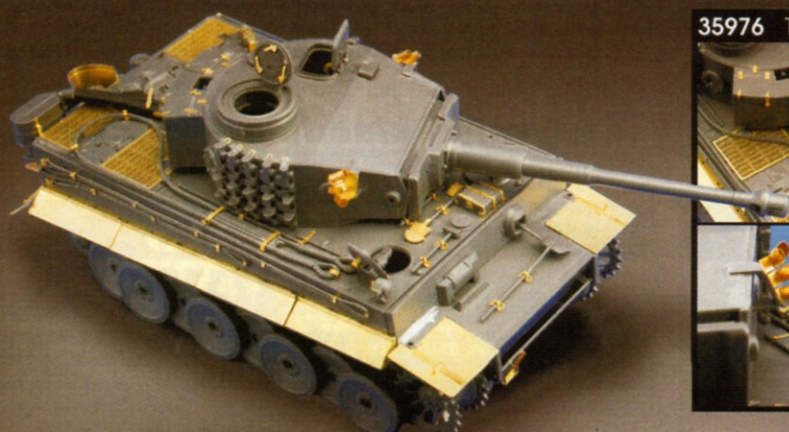
A great set which will really enhance and alter the look of the basic kit.

Available from www.voyagermodel.com

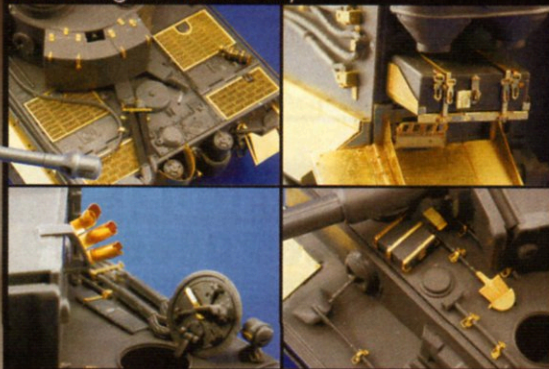
9.5/10 - The Editor

eduard

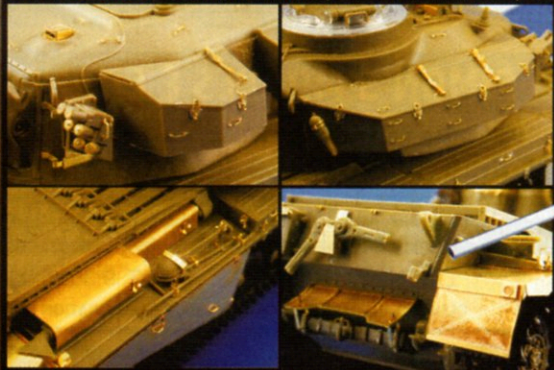
BEST BRASS AROUND



35976 Tiger I Ausf.E early



35973+35983 Centurion Mk.5/2 105mm NATO 1/35



More on www.eduard.com

Next Issue

On sale September 6th 2007

STUPENDOUS STUG

Thomas Anderson describes how combined a Tamiya Panzer IV and Dragon StuG IV to make the ultimate 'Late' Sturmgeschütz



LAST ONE STANDING

Matt Edwards explains how he created his Remagen vignette



FROZEN CROSSING

Due to space constraints in the last issue we can finally bring you Henry Liu's wintery T34/76



FOR YOUR SAFETY



Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!

...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!

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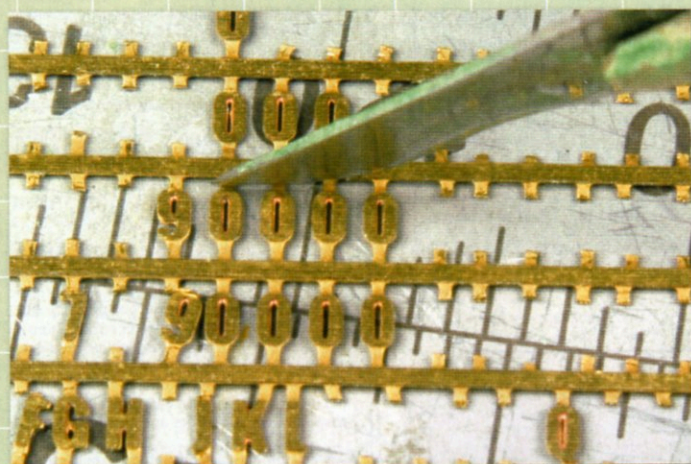
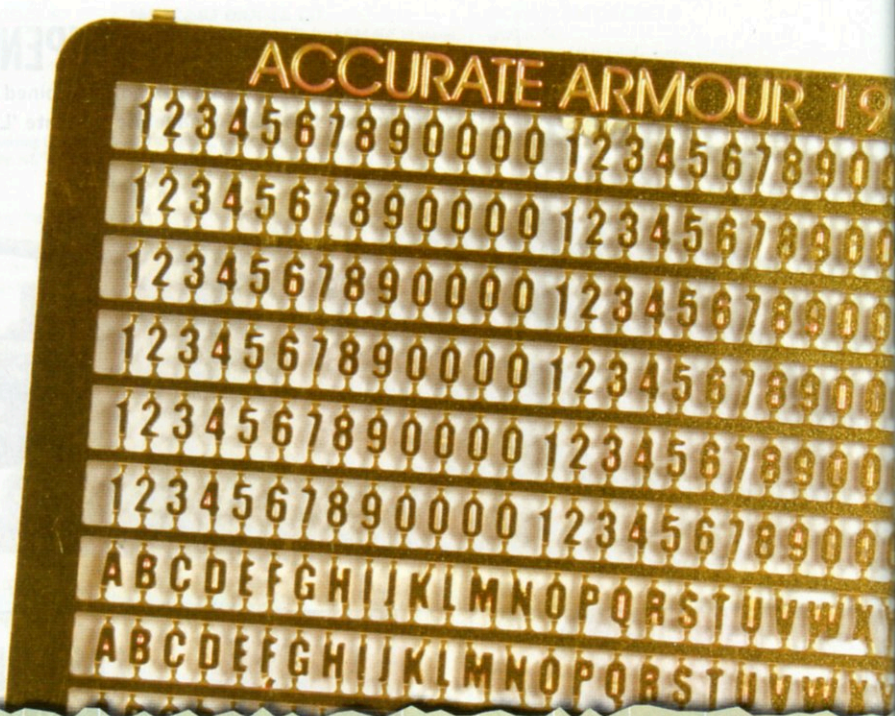
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ETCHED BRASS NUMBERS

I have to admit this is a technique passed on to me by Gary Linsdell, owner of Hannants model shop in Hendon. This is a very simple way to attach small etched brass parts to a model without the hassle of using instant glues. It is perfect for attaching items such as casting numbers, where some adjustment time is needed. ■



The numbers are removed from the fret using a scalpel fitted with a No15 blade on a hard surface, in this case a steel rule. Please remember to wear suitable eye protection when undertaking tasks such as this.



Humbrol Gloss Cote is the perfect medium for attaching small etched parts. A thin layer is applied by brush just prior to placing the numbers.



I tend to pick these tiny numbers up with the tip of a pointed scalpel. The slow drying varnish offers plenty of time to get the numbers lined up correctly. With the Gloss Cote now fully dry and the etched numbers stuck firmly in place, a second coat of varnish can be applied to seal the numbers in.

Once this second coat of varnish has fully dried they will be stuck down just as firmly as if using a cyano type glue. The real advantage of using this method is it allows more time to align the parts than using 'instant' glues.

1/35 French Battle Tank B1 bis
(Item 35282)

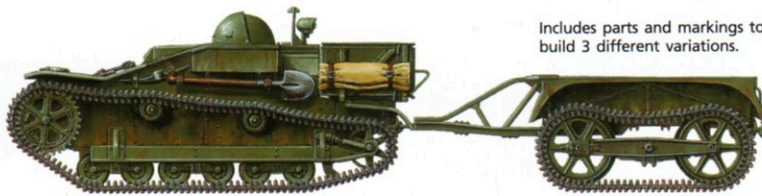


1/35 French
Armored Carrier UE (Item 35284)

RIGHT THIS WAY, MON AMI!

1/35 French Armored Carrier UE Item 35284

Tamiya is proud to announce the latest addition to our renowned 1/35 Military Miniature Series, the French Armored Carrier UE. These unique vehicles were used to supply front line troops, and almost 5,000 were built during WWII. Tamiya has accurately recreated every detail of the UE, including its bolted hull, suspension system with garter beams, and distinctive semi-spherical hatches. In addition to a large set of accessories to depict a full cargo load, the model also includes, for the first time in Tamiya's history, 2 WWII French Infantry figures. These features make the UE a diorama centerpiece in and of itself, and it also looks great alongside our award-winning French Battle Tank B1 bis.



Includes parts and markings to build 3 different variations.



2 crew torso figures, a variety of cargo accessories, and tweezers are included with the model.

FRENCH ARMORED CARRIER UE MM-284

1/35 Scale
German AFV
Coming Soon!

German Tank Destroyer
Hetzer Mid Production (35285)

The much-anticipated 1/35 scale Hetzer will soon be available. Sloped hull is faithfully reproduced with realistic bolt details, and the model will also include both belt type and assembly type tracks.



Unique 1/48 MM Items Also Available!



German Steyr 1500A/01
(32549)



British Crusader Mk.III
Anti-Aircraft Tank Mk.III (32546)



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